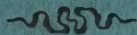


REPORT

OF THE

Philadelphia
Maritime Exchange.



1890.

FIFTEENTH
ANNUAL REPORT

—OF—

The Philadelphia Maritime Exchange.

Presented to the Exchange, April 24th, 1890,

—BY—

EDW. R. SHARWOOD,

SECRETARY.

PHILADELPHIA:
Dando Printing and Publishing Company,
34 South Third Street.

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OFFICERS AND COMMITTEES

OF

THE PHILADELPHIA MARITIME EXCHANGE.

1890.

President.
WILLIAM BROCKIE.

Vice-President.
PHILIP FITZPATRICK.

Treasurer.
LARS WESTERGAARD.

Secretary.
EDWARD R. SHARWOOD.

DIRECTORS.

DAVID S. STETSON,
EDWARD W. BARKER,
ISAAC HOUGH,
S. B. MACDONNELL,
FRANK L. NEALL,

THOMAS WINSMORE,
ALEX. C. FERGUSON,
HENRY D. MAY,
SAML. T. KERR,
GEO. E. EARNSHAW,
J. N. WALLEM,

F. A. CHURCHMAN,
GEORGE D. ALI,
CHAS. E. MATHER,
J. FRANK MCFADDEN,
FRANK G. ROGERS.

COMMITTEES OF THE BOARD OF DIRECTORS.

Finance.
ISAAC HOUGH, *Ch'n*,
EDWARD W. BARKER,
FRANK G. ROGERS.

Room.
ALEX. C. FERGUSON,
Ch'n,
HENRY D. MAY,
SAML. T. KERR.

Membership.
DAVID S. STETSON, *Ch'n*,
J. FRANK MCFADDEN,
GEORGE D. ALI.

*Commerce, Telegraph and
Station.*
FRANK L. NEALL, *Ch'n*,
THOMAS WINSMORE,
ALEX. C. FERGUSON,
GEO. E. EARNSHAW,
CHAS. E. MATHER.

Pilotage and Navigation.
PHILIP FITZPATRICK,
Ch'n,
FRANK L. NEALL,
DAVID S. STETSON,
J. N. WALLEM,
F. A. CHURCHMAN.

*Meteorological and Aids to
Navigation.*
HENRY D. MAY, *Ch'n*,
S. B. MACDONNELL,
FRANK G. ROGERS.

Executive.
WILLIAM BROCKIE, *Ch'n*,
PHILIP FITZPATRICK,
ISAAC HOUGH,

FRANK L. NEALL,
DAVID S. STETSON,
ALEX. C. FERGUSON,
HENRY D. MAY.

Solicitor of Protective Fund.
JOHN F. LEWIS.

ANNUAL REPORT

OF THE

BOARD OF DIRECTORS.

In presenting the Fifteenth Annual Report of THE PHILADELPHIA MARITIME EXCHANGE, the Board of Directors feel that new life has been infused into the Association, and that the purposes for which the Exchange was organized, namely, aiding in the promotion of the commercial interests of the Port of Philadelphia and State of Pennsylvania, are now being more generally recognized by the commercial public.

Increase of Membership.

During the closing months of the year, fifty new names were added to our membership roll, and it is hoped that during the current year the membership will be further and materially increased. Additional memberships will greatly aid in establishing the Exchange upon a more satisfactory foundation, and also enable the Board to increase the facilities now afforded members.

Change of Quarters.

The change of quarters from the Chamber of Commerce Building, on Second street, to the commodious Rotunda in the Exchange Building at Third and Walnut streets, was universally approved, and has aided in establishing for the Maritime Exchange an identity which it did not previously possess. The new quarters have been suitably furnished, and a careful study made by the Superintendent to present promptly the Maritime news of the world, together with general information of interest to the mercantile community.

“'Change Hour.”

A proposition to establish a daily “'Change Hour” has met with general approval of members of the Exchange, and this feature will be inaugurated at once. It is believed that it will afford members an opportunity of exchanging views upon the business topics of the day,

and promote united action upon subjects calculated to improve our commercial position, and uphold the right of the Port of Philadelphia to an important position in the export trade, commensurate with her natural advantages.

To our fellow-members, the Board of Directors desire to say that united action will accomplish important results; and to those who are not members of the Exchange, the Board extends an invitation to join in a work that indirectly, if not directly, is a benefit to them, as indeed to every one who maintains business relations within the limits of the Port of Philadelphia.

Reporting Stations.

The Commerce, Telegraph and Station Committee have continued a careful supervision of the Stations of the Exchange during the year.

Delaware Breakwater.—During the month of September, 1889, the Atlantic coast was swept by a gale which was particularly severe in the vicinity of the Delaware Breakwater. Many vessels were driven on the beach, some of them proving a total loss. In the height of the storm the Reporting Station of the Exchange, located on the Breakwater, was completely wrecked. An examination of the Building by the United States Engineers demonstrated the fact that extensive repairs would be required before the Station could again be made habitable. After due consideration, the Board of Directors decided that a Station on the Delaware Breakwater was an absolute necessity, and caused the Building to be reconstructed as expeditiously as possible.

Owing to the destruction of our old cable, a new cable was required, and promptly procured and placed in working order.

A Special Boat Service, for delivery of messages, etc., in the vicinity of Delaware Breakwater, is maintained from this Station, and members of the Exchange are requested to call the attention of their correspondents in other cities to this feature, as it is the aim of the Exchange to render prompt, reliable and strictly confidential service.

Lewes, Delaware.—A Branch Office is maintained at this point, and is furnished with shipping records, newspapers, etc., for the use of Masters of vessels and others visiting the same.

New Castle and Thurlow.—These Stations have been efficiently maintained during the year.

The Board desires to commend the employes of the several Stations for their attention to the duties assigned them.

Increase in Trade.

It is with pleasure that the Board notes the improved export trade, as indicated this year in the large exports of grain and general cargo ; and it is particularly gratifying to see the large number of steamers that bring cargoes here loaded outwards from this port, instead of going away in ballast to obtain cargoes elsewhere ; and we may congratulate ourselves that without doubt this Exchange, by its action in connection with other commercial bodies and individuals, has been largely instrumental in bringing about such a change in the commerce of our Port. In the matter of petroleum business, Philadelphia is not receiving its proper share of the refining and export trade. As a Pennsylvania product, with facilities for handling it, there should naturally be shipped from this Port a much larger quantity.

The sugar imports during the year have much increased, and the erection of an additional refinery, and the enlargement of those previously established here, are events of importance to the commercial community.

Steamship Lines.

Your Board notes with pleasure the establishment, during the past year, of the North Atlantic Steamship Line, between Philadelphia and London, and a service under the auspices of the Hamburg-American Packet Company, between Philadelphia and Hamburg. Other Steamship lines are projected to foreign ports, and it is confidently anticipated that additional facilities will be offered during the present year.

Decadence Committee.

The investigation into the causes of the Decadence of the Commerce of Philadelphia has been carried on by a sub-Committee representing the Philadelphia Board of Trade, the Commercial Exchange and the Maritime Exchange. The Committee has issued valuable statistical information, and has lately made a second report (**Appendix A**), which will be found of much interest to our members. The sub-Committee is instructed to continue its labors, and it is hoped that the improved position of the Commerce of Philadelphia reported by it, will be maintained.

Belt Line.

On May 13th, 1889, the following resolution was forwarded to Select and Common Councils of the City of Philadelphia :

Resolved, That the Maritime Exchange request Select and Common Councils of the City of Philadelphia to grant permission to the "Belt Railroad," or any other Railroad which may be organized for the purpose of

building a Belt Line around the City of Philadelphia, conditional that the said Railroad be open to the free and uninterrupted use of all Railroads now existing, and all Railroads that may hereafter come to the City of Philadelphia, on equal and exact terms; and that the said Railroad be run and operated at cost, *i. e.*, that after paying the interest on its cost of construction, and running expenses, any sum greater than that shall be returned pro rata to the Railroads using it, in proportion to the number of cars sent over it during the previous year.

Reading Terminal.

The extension of the Terminal Branch of the Philadelphia and Reading Railroad to Market Street under proper conditions is imperatively required to insure conditions favorable to the uninterrupted growth of our City, and that there may be swifter movements between this and other cities.

International American Congress.

On May 24, 1888, the United States enacted a Bill authorizing the President of the United States to invite the Governments of South America to join the United States in a Conference at Washington for the purpose of the encouragement of reciprocal commercial relations, and to secure more extensive markets for the products of all of said countries.

On June 27, 1889, a circular letter was received from the Secretary of State, and on October 1, 1889, the Exchange submitted a suitable reply. (Appendix B.)

International Marine Conference.

A programme of subjects to be considered at the International Marine Conference, recently held in Washington, D. C., was submitted to the Exchange for its consideration; and on October 1, 1889, a carefully prepared answer was forwarded to Washington. (Appendix C.)

Rates of Pilotage.

During April and May, 1889, Bills were passed by the respective Legislatures of the States of Pennsylvania and Delaware, equalizing the rates of pilotage on the Delaware River and Bay, and harmonizing the regulations governing the services; which action appears to have given general satisfaction.

Department of Commerce.

The Board unanimously advocated the creation of a Governmental Department of Commerce, with a Cabinet Officer as Chief, and on January 29, 1890, forwarded the following memorial to Congress:

To the Honorable the Senate and House of Representatives of the United States, in Congress assembled:

WHEREAS, The growth of the Merchant Marine of the United States, especially that engaged in the foreign trade, has not kept pace with the growth of other trades of our Nation, nor with the Merchant Marine of other countries; and

WHEREAS, The causes which hinder this growth and the remedies which will eradicate them can be more comprehensively and economically administered through the national government than by private enterprise; and

WHEREAS, The development of the trade of the United States is closely identified with its ocean-carrying facilities; and

WHEREAS, In the opinion of THE PHILADELPHIA MARITIME EXCHANGE the subject is one of such commanding importance as to justify the prompt attention of the government; therefore, be it

Resolved, By THE PHILADELPHIA MARITIME EXCHANGE, that Congress be respectfully petitioned to establish a Department of Commerce, with a Cabinet Officer as Chief, whose business it shall be to investigate the needs of our carrying trade—Internal, Coastwise and Foreign—and from time to time to recommend legislation calculated to foster and promote the same; and to which Department might advantageously be transferred such Bureaus as would naturally be more closely connected with Commerce than with the Treasury Department.

The Loss of the Pennsylvania Pilot Boat “Enoch Turley.”

This pilot boat was lost at sea during the great storm that swept our coast early in the month of April, 1889. On board of the boat were five pilots, together with a crew of five persons. The pilots and crew were, with one exception, young men, and some of them left families who were dependent upon them for maintenance.

On May 13th a special meeting of our Board of Directors was called to consider the appointment of a Committee for the purpose of soliciting, in conjunction with other commercial bodies, subscriptions for the families of those lost on the pilot boat, and Committees were duly appointed from this Exchange, from the Board of Trade, from the Commercial Exchange, from the Vessel Owners' and Captains' Association and from the Board of Port Wardens, and six thousand one hundred and twenty-seven dollars and eighty cents (\$6,127.80) was collected and deposited with Messrs. Drexel & Co., Treasurers of the fund.

A sub-Committee was subsequently appointed by the Joint Committee to formulate a plan for the division of the fund, and in conformity with their recommendation a portion of the fund was immediately distributed to certain of the beneficiaries who received their full award in cash, and a portion (four thousand seven hundred and twenty-eight dollars and fifty-five cents (\$4,728.55) was placed in the hands of three trustees (Messrs. Frank L. Neall, Christian K. Ross and Joel Cook) for distribution to the remaining beneficiaries in such sums and at such times as the Trustees might deem for the best interest of the recipients. Messrs. Drexel & Co. are custodians of the fund.

Johnstown Flood.

On May 31, 1889, the whole country was shocked to learn of the disastrous floods that overwhelmed the City of Johnstown, Pennsylvania, and vicinity. At a special meeting of the Board on June 3d, the following resolution was unanimously adopted:

WHEREAS, The appalling calamity which has overtaken such a vast number of the citizens of this Commonwealth resident at Johnstown and vicinity calls for action by this Exchange; be it therefore

Resolved, That the President of THE PHILADELPHIA MARITIME EXCHANGE shall immediately appoint a Committee consisting of five members of the Exchange to receive and solicit subscriptions in money, etc., said Committee to act in harmony with kindred Committees of other Associations, and in such other ways as may efficiently carry on the work of succoring those left destitute.

The Committee appointed by this Exchange collected one thousand six hundred and twelve dollars and fifty cents (\$1,612.50), which amount was deposited with Messrs. Drexel & Co., Treasurers.

Transfer of the Revenue Marine to the Navy.

On January 29, 1890, the following resolution was adopted by the Board and forwarded to Congress.

Resolved, That the proposed transfer of the Revenue Marine to the Navy Department upon the general plan as recited in the Chandler Bill, in the United States Senate (No. 3,924), has the cordial approval of this Exchange; and that our Senators and Representatives in Congress be earnestly requested to support and vote for any bill which will accomplish that result.

Restoration of Merchant Marine.

In view of the number of Bills introduced in Congress during the present session upon this subject, the Board has been of the opinion that no action was needed by the Exchange at the present time, but this important subject should not be lost sight of, and should receive the attention of the Board when occasion requires.

Shipping Commissioners' Act.

At a joint conference of this Exchange, the Board of Trade and the Vessel Owners' and Captains' Association, held January 29, 1890, a proposed change in the Shipping Commissioners' Act was discussed with a view to amending the same so as to apply to vessels and crews engaged in the coastwise trade. The following resolution was unanimously adopted:

Resolved, That it is the sense of this meeting that the several provisions of the Shipping Commissioners' Act shall be extended to all vessels engaged in the coastwise trade, whenever such vessels shall have shipped, engaged or signed their crews before any United States Shipping Commissioner. A Committee was appointed to draft an amendment to the said Act covering this suggestion, and the subject is still in their charge.

Bankruptcy Bill.

The Board acted with the Board of Trade and other Commercial Organizations in the full consideration of the "Torrey" Bankruptcy Bill, and unanimously endorsed the same. The Bill is now pending in Congress, and it is hoped will be favorably acted upon during the present session.

Nautical School Ship.

During the past year the United States Sloop of War "Saratoga" was assigned by the Navy Department to the Port of Philadelphia as a Nautical School Ship, and duly equipped with the necessary appliances for the instruction and education of boys to prepare them for sailors in our Merchant Marine. The Ship is expected to leave on her first cruise about May 1st, 1890.

United States Engineer Department.

The important duties connected with the Improvement of the Harbor of the Port of Philadelphia and of the Delaware River and Bay, continued to received the intelligent care of the United States Engineers in charge. Lieutenant-Colonel Henry M. Robert, for several years in charge of these important works, was in January last assigned by the President to the Engineer Commissionership of the District of Columbia, and was succeeded by Major C. W. Raymond, who has assumed charge and who has already made a valuable report to the United States Government in connection with the establishment of a Harbor of Refuge for deep-draft vessels in the vicinity of the entrance to Delaware Bay, a full copy of which report is appended hereto. (**Appendix D.**)

Removal of Wrecks in the Delaware Bay.

On September 30, 1889, the following resolution was submitted to the United States Engineers asking for the removal of certain sunken coal barges in the Delaware Bay.

WHEREAS, During the late disastrous storm of September 3d to 12th, several coal barges and other vessels were sunk in the Delaware Bay in positions dangerous to navigation; and

WHEREAS, The attention of the Exchange has been called to the fact that large interests are endangered by the said sunken barges; therefore, be it

Resolved, That the officers of the Exchange be requested to communicate with the proper authorities at the earliest possible moment with a view to the prompt removal of these obstructions to navigation.

The wrecks alluded to were removed in due course.

National Harbor of Refuge.

The Board has strongly advocated the location on the "Shears Shoal" near the mouth of the Delaware Bay of a deep water Harbor of Refuge, the present Breakwater being only suitable for vessels of comparatively light draft. The United States Engineers have recommended this location, and Congress has been asked to authorize the President of the United States "*to appoint a Commission to examine and report on a National Harbor of Refuge near the mouth of Delaware Bay suitable for deep draft vessels.*" (**Appendix D.**)

Light-House Department.

The United States Light-House Department of this district has continued during the past year under the care of Commander J. J. Read, United States Navy, and the Exchange records its appreciation of the interest manifested by him in the care of the Fourth Light-House District.

Light-Ships Adrift.

The Exchange entered into correspondence with the Treasury Department in October, 1889, regarding the breaking adrift of the Light-ships stationed on Five-fathom Bank during the September gale, and we regret that no satisfactory explanations were offered by the Department for the protracted absence from their stations of the respective Light-ships, without adequate safeguards being substituted in the way of Relief vessels, the result being that for considerable periods these dangerous shoals were left without proper safeguards. (See correspondence, **Appendix E.**)

Fog Bell on the Delaware Breakwater.

During the September storm the Fog Bell Tower on the eastern end of the Delaware Breakwater was carried away and washed up on the beach. A letter was addressed to the Exchange by the Light-house Inspector of this District, asking an expression of opinion as to the advisability of replacing the Fog Signal on the Breakwater. After consideration, the Board of Directors favored the replacing of the Fog Bell on the Breakwater, as an additional aid to navigation in foggy weather, and so reported to the Light-house Inspector.

Change in the Characteristics of the Fourteen Foot Bank Light-House.

A petition was forwarded to the United States Light-house Inspector of this district in December, 1889, favoring a change in the characteristics of the Fourteen Foot Bank Light-House, Delaware Bay, it being the opinion of pilots and others navigating the Delaware Bay, that a change from the present quick flash would be a material aid to them.

United States Coast and Geodetic Survey.

The pleasant relations existing between the Exchange and the officers of the United States Coast and Geodetic Survey continue, and under the able management in this City of Captain Spencer C. McCorkle, the interests of the Port of Philadelphia are carefully watched. It is anticipated that in a short time a new chart of the Delaware and Schuylkill Rivers, taking in the head of navigation on the Schuylkill, and the limits of the City of Philadelphia, near Torresdale, on the Delaware, will be issued. The recognition by the Department of this Exchange by the presentation of such publications as it publishes from time to time is gratefully acknowledged.

Branch Hydrographic Office.

This department of the United States Navy, which is still located in the Exchange, has maintained its efficiency during the past year, under the management of Lieutenant W. P. Conway, assisted by Ensigns H. B. Wilson and James G. Doyle, and has continued to give satisfaction to the Maritime community. It has always been the opinion of this Exchange that this important aid to navigation should be more generously recognized by the National Government in the matter of appropriations, thus enabling it to extend its sphere of usefulness, and to this opinion the Board still adheres.

Removal of Islands.

On November 7th, 1889, this Exchange, in conjunction with other Commercial and Maritime Organizations, forwarded a memorial to Councils of the City of Philadelphia. (**Appendix F.**)

Loss of the Norwegian Bark "Patriot."

On the morning of May 23, 1889, the Norwegian Bark *Patriot* was driven on the Delaware Breakwater, near the Maritime Exchange Station, and, but for the timely assistance rendered by the employes of the

Exchange stationed at that point, the entire crew of fourteen men would probably have been lost, the vessel breaking up in a very short space of time.

Correspondence from the Vice-Consul of Sweden and Norway and the Master of the vessel expressing the gratitude felt for the timely assistance rendered by the men from the Reporting Station is appended. (**Appendix G.**)

Kindred Exchanges.

The Board is pleased to report a continuance of the friendly relations which have existed for so many years between the Maritime Association of the Port of New York and the Merchants' Exchange of Baltimore City, and harmonious working on all subjects of public interest.

Amendment to By-Laws.

Resolved, That Sections 4 and 5 of Article VII of the By-Laws be amended as follows :

(1.) In Section 5, insert in lieu of "\$25," the sum of "\$20" as the amount of the Initiation Fee ; and strike out all that follows the words "20 and" and insert in lieu thereof the following : "Certificates of Membership shall thereupon be issued to all such members. An annual tax to be fixed each year by the Board, shall be paid by all members of the Exchange within thirty days after the same shall fall due"—

So that the whole Section shall read as amended :—

"SECTION 4. Newly elected members shall pay to the Secretary within "the time hereinbefore specified an initiation fee of \$20, and Certificates of "Membership shall thereupon be issued to all such members. An annual "tax to be fixed each year by the Board, shall be paid by all members of "the Exchange within thirty days after the same shall fall due."

(2.) Strike out the whole of Section 5.

Be it further resolved, That Sections 6, 7 and 8 be renumbered to correspond with the above, so that the same shall read as Sections 5, 6 and 7.

Honorary Membership.

During the year the Board have elected to Honorary Membership in the Exchange Major C. W. Raymond, United States Engineer Corps, in charge of the Harbor Improvements at Philadelphia ; and Commander F. M. Greene, U. S. N., commanding the Nautical Schoolship "Saratoga."

Mr. N. McK. WILSON resigned from our Board, and the vacancy thus caused was filled by the election of Mr. FRANK G. ROGERS.

Finances.

The very heavy expenditures entailed by the disastrous storm at the Delaware Breakwater in September, 1889, which necessitated the rebuilding of the Observing Station at that point and the laying of a new telegraph cable to the mainland, leave us with a considerable deficit at the close of our fiscal year. Our current receipts would have been sufficient to provide for these expenses had it not been that two corporations which have hitherto been regular and liberal contributors toward the expenses of the Exchange, thus far have withheld their annual contributions. It is hoped, however, that they will ultimately pay their usual subscriptions, as the Exchange has had no notice of their intention to discontinue the same.

Death of Commodore White, U. S. N.

The members of THE PHILADELPHIA MARITIME EXCHANGE heard with deep regret of the death at Washington, D. C., on February 27, 1890, of Commodore George B. White, United States Navy, lately Chief of Bureau of Yards and Docks and for many years a distinguished citizen of Philadelphia and an Honorary Member of the Maritime Exchange. In expression of the feeling with which the removal of this good citizen and valuable public servant is regarded by his fellow-members of the Maritime Exchange, a minute was unanimously adopted at a meeting of the Board of Directors of the Exchange held the 3d day of March, 1890. (**Appendix H.**)

Reports of Treasurer and Solicitor of Protective Fund.

Appended hereto is the Report of the Treasurer, and of the Solicitor of the Ship Masters' Protective Fund.

Respectfully submitted,

By order of the Board,

WM. BROCKIE,

President.

EDW. R. SHARWOOD,

Secretary.

PHILADELPHIA, April 24th, 1890.

Lars Westergaard, Treasurer, in account with The Philadelphia Maritime Exchange.

<i>Dr.</i>		<i>Cr.</i>	
1889.		1890.	
April 1.	To balance.....	Mar. 31.	By Expenses, Philadelphia Office..
			\$9,568 12
1890.			“ “ Delaware Breakwater
Mar. 31.	To Receipts from Subscriptions,		and Lewes Stations
	Annual Dues, etc., for year		4,998 89
	ending March 31, 1890.....		“ “ New Castle Station...
			946 25
	“ Receipts from Protective Fund		“ “ Thurlow Station.....
			510 95
	“ Special Deposit.....		“ “ New York and Balti-
			more.....
	“ Balance Deficit.....		2,001 08
			Protective Fund.....
			72 00
			<u>\$18,097 29</u>
1890.		1890.	
Mar. 31.	To unpaid Contributions, Annual	April 1.	By Balance.....
	Dues, etc.....		\$1,625 60
			LARS WESTERGAARD,
			<i>Treasurer.</i>

Report of the Solicitor of the Protective Fund.

To the President and Directors of the Philadelphia Maritime Exchange :

GENTLEMEN :

I submit herewith my report as Solicitor of the Protective Fund for the year ending March 31, 1890.

During the past twelve months the vessels which have joined the Fund have been singularly free from litigation. But a single suit remains undetermined at the present time, and this, I fully expect, will be decided in the vessel's favor in a few weeks.

The questions which the members of the Fund have submitted to the Solicitor have been of the most varied character, and I feel safe in saying that in every case the entire avoidance of litigation, or its prompt and economical settlement, have proved of great benefit to the members.

As an illustration of the advantage to be derived from membership in the Fund, the case can be cited of a schooner against which a claim for \$4000 was presented a steamship for salvage, and which through the intervention of the Solicitor was amicably compromised for just one half of the claim. The advantages of membership are apparent when it is borne in mind that the sole expense the schooner was obliged to incur for legal services in this case, was her yearly subscription of five dollars.

More claims for demurrage have been submitted to the Solicitor than of any other character, and it is extremely desirable that something should be done to prevent their constant recurrence. They invariably arise from the use of the vague words, "*Custom of the Port*," in charter parties, when designating the nature of the dispatch which the vessel is to receive in loading or discharging. The meaning is often rendered still more indefinite by the words, "*Customary quick Dispatch*," or "*According to the Custom of the Port with all Dispatch*." It seems impossible to prevent the use of such phrases, so advantageous to lawyers, and I may be pardoned if I suggest that the Board of Directors of the Exchange would not act unwisely if in some official way, they would endeavor to have such clauses given a more specific and definite meaning than has heretofore been attached to them.

Thanking the members of the Board for their kind assistance during the past year, I have the honor to remain,

With great respect,

JOHN F. LEWIS,

Solicitor of the Protective Fund.

The Philadelphia Maritime Exchange Shipmasters' Protective Fund.

PROTECTION AFFORDED.

1. Any registered or enrolled vessel which shall pay into the Treasury of the Philadelphia Maritime Exchange, Five Dollars, shall for one year thereafter be entitled to the assistance of the Exchange, and the advice of the Solicitor of its Protective Fund, free of charge, in all cases of *Freight, Demurrage, Towage, Pilotage, Wharfage, Salvage, Extortion or Fraud*, arising while the vessel is within the Capes of the Delaware, or bound to or from, or lying within, the Custom District of Philadelphia; provided such payment shall have been made previous to the happening of the matter for which the assistance and service shall be required, or as soon thereafter as practicable.

2. The Exchange is responsible for advice only, as above stated, and when legal proceedings are actually instituted, the Solicitor shall be entitled to receive from the said vessel or her owners, the ordinary costs of suit, and a fee proportionate to his services and to the amount involved in said suit, but which fee shall be subject to revision by the Finance Committee of the Philadelphia Maritime Exchange.

Shipmasters should consult the Solicitor before any dispute has actually arisen, in order if possible that litigation may be avoided.

CHARTER

OF

The Philadelphia Maritime Exchange.

BE IT REMEMBERED, That the subscribers, with their associates, having associated themselves together for the purpose of forming a Maritime Exchange, and being desirous of becoming incorporated agreeably to the provisions of the Act of General Assembly of the Commonwealth of Pennsylvania, entitled "An Act to provide for the Incorporation and Regulation of Certain Corporations," approved the 29th day of April, A. D. 1874, and its supplements, do hereby declare, set forth and certify the following to be the objects, articles and conditions of their said association for and upon which they desire to be incorporated:

1. The name of the Corporation shall be "THE PHILADELPHIA MARITIME EXCHANGE."
2. The objects of the Corporation shall be to provide and regulate a suitable room or rooms for a Maritime Exchange, to acquire, preserve, and disseminate all maritime and other business information, and to do such other and lawful acts as will tend to promote and encourage the trade and commerce of the Port of Philadelphia.
3. This charter shall be perpetual.
4. The number of directors shall be nineteen, and those chosen to act for the first year are, William Brockie, *President*; Philip Fitzpatrick, *Vice-President*; John F. Craig, *Treasurer*; Lars Westergaard, Frank L. Neall, Edward K. Stevenson, Walter F. Hagar, John M. Smiley, Samuel Castner, Fred. W. Taylor, John H. Catherwood, Jose de Bessa Guimaraes, Edward W. Barker, Thomas M. Beels, Charles Gibbons, Jr., Theo. Frothingham, Isaac Hough, William A. Platt, all of the City of Philadelphia; and David S. Stetson, of Merchantville, in the State of New Jersey.
5. The Corporation has no capital stock.
6. The Corporation may fix by by-laws the requisites of membership and the time and manner of election thereto, and the amount and time of

payment of the fees and dues thereof, and it may increase and diminish the same at pleasure; and all persons who may be elected to membership, in the manner provided by the said by-laws, may become members upon payment to the Treasurer of the fees and dues as prescribed by the said by-laws.

7. The Corporation may and shall have power to make such by-laws, not in conflict with the laws of this Commonwealth or the laws of the United States, as it may deem suitable for its government, and the same to alter, amend, add to, and repeal at its pleasure; and to adopt a common seal, and to alter the same, and in its corporate name to have perpetual succession; to sue and be sued; plead and be impleaded; defend and be defended; and to purchase, lease, and acquire such real estate and other property as may be necessary for the purpose of carrying into effect the objects for which they are incorporated, and to enjoy and possess all the privileges and rights conferred upon them by the said Act of Assembly and its several supplements.

In Testimony Whereof, We have hereunto set our hands and affixed our seals, this thirty-first day of March, A. D. 1882.

(Signed) WM. BROCKIE,	(Signed) ISAAC HOUGH,
" THEODORE FROTHINGHAM,	" JOHN M. SMILEY,
" JOSE DE BESSA GUIMARAES,	" EDWARD K. STEVENSON,
" LARS WESTERGAARD,	" FRED. W. TAYLOR,
" EDMUND D. SMITH,	" D. S. STETSON,
" E. W. BARKER,	" PHILIP FITZPATRICK,
" SAM'L CASTNER,	" CHARLES GIBBONS, JR.,
" FRANK L. NEALL,	" WALTER F. HAGAR.

STATE OF PENNSYLVANIA,
CITY AND COUNTY OF PHILADELPHIA.

Before me, the subscriber, Recorder of Deeds for the County of Philadelphia, personally appeared William Brockie, Walter F. Hagar, and Charles Gibbons, Jr., three of the subscribers to the above and foregoing certificate of incorporation of the Philadelphia Maritime Exchange, and in due form of law acknowledged the same to be their act and deed.

Witness my hand and official seal, this thirty-first day of March, A. D. 1882.

(Signed) JOS. K. FLETCHER,
Deputy Recorder of Deeds.

IN THE COURT OF COMMON PLEAS, No. 3, FOR THE COUNTY OF
PHILADELPHIA.

Of December Term, 1881. No. 391.

Notice is hereby given that an application will be made in the Court of Common Pleas, No. 3, for the city and county of Philadelphia (as of December term, 1881, No. 391) on Saturday, March 25th, A. D. 1882, under the Act of Assembly of the Commonwealth of Pennsylvania, entitled "An Act to provide for the Incorporation and Regulation of Certain Corporations," approved April 29th, 1874, and the supplements thereto, for the charter of an intended corporation to be called "The Philadelphia Maritime Exchange," the character and object of which shall be to provide and regulate a suitable room or rooms for a Maritime Exchange, to acquire, preserve, and disseminate all maritime and other business information, and to do such other and needful acts as will tend to promote and encourage the trade and commerce of the Port of Philadelphia; and for these purposes, to have, possess and enjoy all the rights, benefits, and privileges conferred by said Act of Assembly and its supplements.

(Signed) CHARLES GIBBONS, JR.,
Solicitor.

Walter F. Hagar, being duly sworn according to law, says that the above advertisement has been published for three weeks in the *Press* and *North American*, two newspapers of general circulation printed in the county of Philadelphia, and has also been published for three weeks in the *Legal Intelligencer*; and further, that three of the subscribers to the said charter herewith presented, namely, Philip Fitzpatrick, Edmund D. Smith, and Theodore Frothingham are citizens of the Commonwealth of Pennsylvania.

(Signed) WALTER F. HAGAR.

Sworn and subscribed to before me, this thirty-first day of March,
A. D. 1882.

(Signed) JOS. K. FLETCHER,
Deputy Recorder of Deeds.

DECREE.

IN THE COURT OF COMMON PLEAS, No. 3, FOR THE COUNTY OF
PHILADELPHIA.

Of December Term, 1881. No. 391.

And now, this thirty-first day of March, 1882, the within charter and certificate of incorporation having been presented to me, a Law Judge of said county, accompanied by due proof of publication of the notice of this application as required by the Act of Assembly and Rule of this Court in such case made and provided, I certify that I have examined and perused the said writing and have found the same to be in proper form and within the purposes named in the first class, specified in section second of a supplement (passed the seventeenth day of April, 1876) to the Act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An Act to provide for the Incorporation and Regulation of Certain Corporations," approved April 29th, 1874, and the same appearing to be lawful and not injurious to the community, I do hereby, on motion of Charles Gibbons, Jr., Esq., on behalf of the petitioners, order and direct that the said charter of The Philadelphia Maritime Exchange aforesaid be, and the same is hereby approved; and that upon recording of the same, and of this order, the subscribers thereto and their associates shall be a Corporation by the name of The Philadelphia Maritime Exchange, for the purposes and upon the terms therein stated.

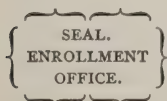
(Signed) THOS. K. FINLETTER.

(Signed) CHARLES GIBBONS, JR.,
Solicitor.

ENDORSEMENT.

Recorded in the office for the Recording of Deeds, in and for the city and county of Philadelphia, in Charter-book No. 6, page 398,001.

Witness my hand and seal of office, this thirty-first day of March, A. D. 1882.



(Signed) JOHN O'DONNELL,
Recorder of Deeds.

BY-LAWS
OF
The Philadelphia Maritime Exchange.

Article I.

Section 1. The management of the Exchange shall be vested in a Board of nineteen Directors, in which number shall be included the President, Vice-President and Treasurer. These officers shall be elected annually as herein provided for.

Section 2. There shall be an annual meeting of the Exchange held in the rooms of the Exchange at 12 o'clock M., on the last Thursday in April; but when such day shall fall on a holiday, the meeting shall be held on the preceding business day.

Section 3. On the same day the Exchange shall enter into an election for officers to serve for the ensuing year. All elections for officers shall be by ballot. Every member not under suspension shall be entitled to vote in person, but not by proxy. In all elections the candidate who receives the plurality of votes cast by the members voting shall be declared elected, and shall enter upon the duties of his office.

The polls shall be open for this purpose at 10 o'clock A. M. and remain open until 12 M., at which hour the voting shall cease, and the judge and tellers shall thereupon count the votes as cast, and notify the Secretary of the result, and he shall immediately post the same on the bulletin board of the Exchange.

At the annual meeting the order of business shall be as follows:

1. Selection of Chairman.
2. Report of the Board of Directors.
3. Report of the Treasurer.
4. Deferred and new business.
5. Report of judge and tellers of election.

Section 4. The President, upon the written request of fifteen members, shall call special meetings of the Exchange. This request shall state explicitly the object of such meeting, and no other business shall be transacted. Notice of all special meetings, including the objects for which such

meetings are called, shall be conspicuously posted on the bulletin board of the Exchange at least forty-eight hours prior to the convening of any such meeting.

Section 5. At all special and stated meetings twenty members shall constitute a quorum for the transaction of business.

Section 6. At the request of ten members, the yeas and nays of those present and voting shall be recorded.

Section 7. Cushing's Manual shall be the authority on all questions of parliamentary usage arising at the meetings of the Exchange, or of its Committees.

Article II.

Section 1. It shall be the duty of the President to preside at all meetings of the Board of Directors and all special meetings of the Exchange.

Section 2. He shall appoint all standing committees, and be *ex-officio* a member of all standing and special committees.

Section 3. He shall take charge of all bonds or securities given by officers or employees of the Exchange, and do all other acts properly belonging to the executive officer of a corporation.

Article III.

In case of the death or absence of the President, or of his inability from any cause to act, the Vice-President shall perform the duties of the President; and in case of the absence of both President and Vice-President, then the Board of Directors shall appoint one of their number to perform the duties of President for the time being.

Article IV.

The Secretary shall keep a record of the proceedings of the Board of Directors, and all meetings of the Exchange; and shall, under the direction of the Board of Directors, take charge of the detail work of the Board, and of the various standing and special committees thereof, keeping and preserving in an ordinary and systematic manner all books and documents, so that they shall at all times be accessible and convenient for reference. He shall have the custody of the corporate seal of the Exchange, which he shall affix to all documents directed to be executed by the Board. He shall collect and pay over to the Treasurer all moneys due the Exchange for assessments, fines, fees or otherwise. He shall have charge of the Exchange Rooms, and shall cause them to be supplied with the necessary stationery, and to be properly heated, cleaned, ventilated and kept in order and repair.

He shall have charge of the bulletins of the Exchange, and shall cause all information, statistics and notices pertaining to the business of the Exchange to be posted thereon in a correct, neat and orderly manner. He shall, with the advice and consent of the Board of Directors, appoint such assistants as he may deem requisite and necessary to aid him in the performance of his duties, and with a view to the greatest economy consistent with efficient service, shall organize them in separate departments, for the proper workings of each, and for all of which he shall be held responsible. He shall report fully to the Board of Directors at each regular meeting thereof, and shall perform such other duties incident to his office as may from time to time be required of him by the Board.

Article V.

The Treasurer shall give bonds for the faithful performance of his duties, with approved securities for such amount as the Board may, from time to time, determine, or as may be prescribed by law. He shall receive all sums due to the Exchange, and under the direction of the Board of Directors, shall invest, deposit and disburse the same. He shall not pay out any of the funds of the Exchange unless authorized by the Board. All disbursements shall be made by checks signed by him and countersigned by the President. He shall keep regular books of account, and carefully preserve all vouchers for the payment of money, and all bonds and securities representing investments belonging to the Exchange. He shall render a monthly account at each regular meeting of the Board of Directors, and an annual report to the Exchange at the annual meeting thereof. * Said annual report shall be audited and approved by a special committee before presentation.

The funds, books, vouchers and securities in his hands shall, at all times, be under the supervision of the Board of Directors, and subject to its inspection and control; and at the expiration of his term of office, he shall transfer all funds, books and other property of the Exchange in his possession to his successor.

Article VI.

Section 1. The Board of Directors shall hold regular meetings on the fourth Monday of each month; but when such day shall fall on a holiday, the meeting shall be held on the first business day thereafter.

Section 2. Special meetings shall be called by order of the President, or at the written request of three directors, twenty-four hours' notice being given, and the object of the meeting being stated in the call, and no other business shall be transacted.

Section 3. Ten members shall constitute a quorum for the transaction of business.

Section 4. The Board shall have the general management, care and supervision of all the property, concerns and interests of the Exchange, and shall consider and report at the annual meeting upon all subjects that may require the action of the Exchange, and shall also consider and report upon all matters which the Exchange may specially refer to it; but it shall be subject to the direction of the Exchange contained in any resolution adopted at a regular or special meeting thereof.

Section 5. It shall appoint a Secretary, who shall hold office at the pleasure of the Board. It shall likewise appropriate by resolution and authorize the Treasurer to pay upon the order of the Secretary, counter-signed by the Chairman of the Finance Committee, such sum or sums of money as it shall think necessary. But no appropriation or donation for any purpose, except for the carrying into effect the object of the Exchange, shall be made unless upon a two-thirds vote of the entire Board.

It shall also appoint, from time to time, such special committees as it may deem necessary for the purposes of the Exchange.

Section 6. If any member of the Board of Directors shall absent himself from two consecutive stated meetings of the Board without a valid excuse, his seat in the Board may be declared vacant, and the vacancy may be immediately filled by the Board selecting his successor from the roll of the members of the Exchange.

All vacancies in office, arising from any cause whatsoever, shall be filled by the Board at any regular meeting, or at any special meeting called for the purpose.

The election for supplying the vacancy shall be by ballot.

Section 7. The following committees shall be standing committees of the Board:

1. *A Finance Committee to consist of three members.* They shall have the general supervision of the accounts and finances of the Exchange, subject to the direction of the Board. They shall authorize the payment of all bills, and every three months audit the accounts of the Treasurer and report the same to the Board. Before the payment of any bill, it shall be marked "Approved," and the approval thereof signed by the chairman of the committee.

2. *A Room Committee, to consist of three members.* They shall have the general supervision of the rooms of the Exchange, shall see that proper order is observed, and that the rules of the Exchange as affecting the rooms are enforced. If any member, or his authorized representative, shall be guilty of ungentlemanly behavior or improper conduct while upon the floor, or in any of the rooms of the Exchange, or shall

be detected in defacing any of the property of the Exchange, it shall be the duty of the Room Committee, upon the receipt of written complaint of same from a member or employe of the Exchange, to investigate the charges. If the charges are sustained, the Committee shall have the right to impose (for the first offense) upon the offender such fine as may be agreed upon by a majority of the Committee, but not exceeding \$25. A failure to pay the fine within five days shall subject the party in default to suspension by the Board of Directors. A suspended member, after the payment of his fine, may be reinstated by a majority vote of a quorum of the Board of Directors. In case of a second offense, the offender may be suspended or expelled, as a majority of the Board of Directors may elect.

They shall have the selection and supervision of the newspapers, charts, library, and furnishing of the Exchange.

3. *A Commerce, Telegraph, and Station Committee, to consist of five members.* They shall have the general supervision of subjects relating to Commerce, of the Reporting Stations, and the Telegraph interests of the Exchange.

4. *A Pilotage and Navigation Committee, to consist of five members.* They shall have the supervision of all questions arising concerning the navigation of the River and Bay.

5. *A Meteorological and Aids to Navigation Committee, to consist of three members.* They shall have charge of all meteorological questions in connection with the United States Signal Service that may arise, subject to the rules and regulations of the United States Government applicable to their duties. They shall also have charge of matters connected with the Branch Hydrographic Office, U. S. Navy.

6. *A Membership Committee, to consist of three members.* All proposals for membership shall be submitted to this Committee for approval. Upon the approval of a candidate the Committee shall report the name to the Board, with a recommendation that he be elected.

7. *An Executive Committee, to consist of the Chairmen of the various standing committees of the Board,* of which committee the President of the Exchange shall be chairman. They shall consider all questions referred to them by the Board, shall make such suggestions as they may deem advisable for the interests of the Exchange, and subject to the orders of the Board, carry into effect any matter that may be referred.

Section 8. Reports of committees shall be made in writing to the Board of Directors at each stated meeting of the Board, and signed by a majority of each committee. Minority reports may be submitted.

Section 9. Vacancies that occur in any of the committees shall be filled by the President.

Section 10. A majority of any committee shall constitute a quorum for the transaction of business.

Article VII.

Section 1. The name of any reputable person or business firm, on the proposal of one member, endorsed by another, shall, if approved by the Committee on Membership, be presented to the Board of Directors for membership, and the said Board may proceed to an election. Three black balls shall defeat the election of the applicant. Newly elected members shall, within thirty days after their election, pay to the Secretary of the Exchange the initiation fee prescribed, and also the *pro rata* dues for the fiscal year. Upon the payment of these fees and dues, it shall be the duty of the Secretary to cause to be issued to the newly elected member a certificate of membership, which certificate of membership shall entitle the holder thereof to all the privileges of the Exchange, subject to the rules and regulations thereof. The said certificate, provided all dues assessed thereon shall have been paid, shall be transferable on the books of the Exchange, upon the payment of a transfer fee of Five Dollars to the Exchange, for any price the holder thereof can obtain for the same, provided the transferee thereof be regularly elected to the Exchange, as provided for in the case of original applicants.

Section 2. Upon the transfer of any certificate as aforesaid, the transferer shall surrender and forfeit all his rights and privileges in and to the benefits and property of the Exchange, and all the said privileges and benefits and property of the Exchange, and all the said privileges and benefits shall inure to the transferee upon his complying with the requirements of membership. He shall then be a member of the Exchange and owner of the said certificate.

Section 3. Members of the Philadelphia Maritime Exchange in good standing at the time of the incorporation of the present Exchange, may become members of the Incorporated Exchange upon the payment of the annual assessment herein provided for, and shall be entitled to a certificate of membership.

Section 4. Newly elected members shall pay to the Secretary within the time hereinbefore specified, an initiation fee of Twenty Dollars, and Certificates of Membership shall thereupon be issued to all such members.

An annual tax, to be fixed each year by the Board, which said tax shall be paid by all members of the Exchange within thirty days after the same shall fall due.

Section 5. Business firms shall be treated as individual members. Each partner shall have all the privileges and benefits of the Exchange, except that the vote of the firm shall be counted as "one," and no individual member thereof shall vote in his own name unless he himself holds an individual certificate of membership.

Section 6. But one clerk's card of admission to the floor shall be issued to an individual member or a firm member free of charge. Additional clerk's cards of admission may be issued for the use of members' clerks upon the payment of an annual fee to be fixed by the Board for each additional card so issued. Clerks' cards shall be forfeited for any ungentlemanly or improper conduct of the holder thereof.

Section 7. The expulsion or suspension of any individual or firm member shall revoke all clerks' cards issued on his or their account.

Any violation of these By-Laws, or any ungentlemanly or dishonorable conduct on the part of a member, shall subject him to public expulsion, and the Board of Directors, upon a two-thirds vote, shall have full power to expel or suspend any member for cause.

Upon the death of a member the certificate of membership shall descend to his legal representative, who may dispose of the same, subject to the approval of the Board.

Article VIII.

Section 1. Any member of the Exchange having business disputes with each other, may submit the same to arbitration as hereinafter provided.

Section 2. Each party to the dispute shall select an Arbitrator, and the Arbitrators so chosen shall elect an Umpire, who shall preside at all meetings of the arbitration. All Arbitrators and Umpires must be members of the Exchange.

Section 3. The decision of a majority of the Arbitrators shall be final and binding on all parties to the arbitration.

Section 4. The parties electing to arbitrate shall file with the Secretary of the Exchange a notification to that effect, together with a general statement of the case on which arbitration is desired. On receipt of this notification, the Secretary shall notify both parties, their Arbitrators and the Umpire, appointing a time (not later than ten days after the receipt of the original notice by him) and place, when and where the case shall be heard.

In event of either party not attending on the appointed day, unless they shall present a sufficient written reason, in the Umpire's opinion, for their not doing so, the case shall be heard by the Arbitrators, and judgment rendered in accordance with their decision.

Section 5. No transfer of any certificate of membership shall be made pending an arbitration in which the holder thereof is a party.

Section 6. The Secretary shall submit the following oath to each Arbitrator and Umpire before the presentation of the case: "You do swear (or affirm) that you will faithfully hear and examine the matter in controversy to be submitted before you, and make a just award therein, according to the best of your understanding, so help you God" ("and so you do affirm").

Section 7. All witnesses called to testify before the Arbitrators shall be first sworn or affirmed by the Secretary, as follows: "You do swear that the evidence you shall give in the matter now before the Arbitrators shall be the truth, the whole truth, and nothing but the truth, so help you God;" or, "You do solemnly, sincerely and truly declare and affirm that the evidence you shall give in the matter now before the Arbitrators shall be the truth, the whole truth, and nothing but the truth, and so you affirm."

The testimony of each witness shall be reduced to writing, signed at the end thereof by the witness, and attested by the Secretary.

Section 8. The Secretary, or a substitute appointed by the Arbitrators, shall act as clerk of the Arbitration Committee, and shall see that the proper forms, as provided for herein, and faithfully carried out by all concerned—that the proceedings of the Arbitrators are recorded in a book to be kept for that purpose, in which shall be entered a summary of each controversy submitted for arbitration, the award made thereon, and the ground for such award. Said book shall be the property of the Exchange.

Section 9. The Secretary and each of the Arbitrators shall be entitled to a fee of Two Dollars and fifty cents in cases involving Two Hundred and Fifty Dollars or less, and a fee of Five Dollars in cases involving an amount over Two Hundred and Fifty Dollars, for each and every sitting. These fees and the necessary expenses incident to taking testimony shall be paid by the unsuccessful party, unless otherwise ordered by the Arbitrators.

Section 10. Prior to the hearing of any cause, the Secretary shall require the disputing parties to sign an agreement in writing expressing their willingness to submit their case to arbitration, and to be bound by the Arbitrators' decision, and that the submission be made a rule of court. Such agreement shall state in terms sufficiently particular to fully express,

limit, and identify the subject-matter, or matters submitted, and the names of the Arbitrators chosen, and shall authorize the Arbitrators to impose upon the losing party the award which in their opinion may be proper, together with the payment of the fees above provided for.

Article IX.

These By-Laws may be amended at a special meeting of the Board of Directors called for the purpose, and a two-thirds vote of those present and voting shall be necessary to effect an amendment; providing, nevertheless, and it is expressly understood, that the Exchange shall at all times have a like power, and in case of the conflict of any By-Law passed by the Board, with any By-Law passed by the Exchange, the By-Law so passed by the Exchange shall be paramount to such By-Law as passed by the Board.

RECORDS AND BULLETINS ON FILE IN THE MARITIME EXCHANGE.

Delaware Bay and River News.—Embracing the movements of all classes of Vessels as observed from the Stations of the Exchange in the Bay and River Delaware.

Arrivals—Foreign and Coastwise.—Comprising all arrivals of Vessels at Philadelphia from Foreign and Coastwise Ports.

Clearances—Foreign and Coastwise.—Comprising all clearances of Vessels from Philadelphia to Foreign and Coastwise Ports.

Imports.—A complete record of Manifests of Cargoes of all Vessels from Foreign Ports.

Exports.—A complete record of all Manifests of Cargoes of Vessels leaving Philadelphia for Foreign Ports.

Foreign Cable Shipping News.—The movements of Vessels in the American trade at Foreign Ports, *as received by Cable*.

Domestic Shipping News.—The movements of Vessels at American Ports, *other than Philadelphia*.

Disasters and Miscellaneous.—The earliest intelligence procurable respecting Disasters, Detentions and Maritime items of general interest, from all parts of the World.

Charter Book.—Record of Charters made at and from American Ports.

Mail Steamers.—The names of Steamers and hour for closing Outward Mails at Philadelphia and New York; *the hour of sighting* Inward Mail Steamers, with the time their Mails will be ready for delivery; changes, detentions, etc.

Financial Reports.—Daily quotations of Exchange in European Monetary Centres, the fluctuations of Bonds, Stocks, Consols, Rentes, etc., on the London Stock Exchange and Paris Bourse, embracing "Governments" and General Securities; Silver quotations; Paris Exchange on London; Specie statements of the Bank of England, Bank of France and the Imperial Bank of Germany, with their current rates of Discount.

Also similar intelligence from the principal Monetary Centres of the United States, including fluctuations in the principal Bonds, Railroad Stocks and Mining Securities; notices of Dividends declared; and Clearing House statements from Boston to San Francisco.

Market Reports.—Embracing the quotations for the day in all the principal Trade Centres of Grain, Petroleum, Cotton, Provisions, and, in fact, all staples for both immediate and future delivery; together with the tone and special features of the Markets, and Rates of Freight by Rail, Steam and Sail, both Inland and Ocean.

Cable Quotations from the principal cities of England, France, Germany and other European Markets, for Grain, Petroleum, Provisions, Cotton, Coffee, etc., in detail; also Foreign Specialties and Freights in various directions, the Coffee Market at Rio Janeiro, and Cuban Sugar Market.

Statistics relating to the Export and Import Trade of the United States
Distinguishing Day Marks and Night Signals of the different steamship lines.

Light-house Notices, with the latest changes in Lights, Buoys, etc.

Consular Reports from abroad to the Government at Washington.

Weather Report of the United States Signal Service.—This is received daily, at about 10.30 A. M. It consists of a detailed statement of the barometer, thermometer, direction and velocity of the wind, and other phenomena as observed at 7 A. M., 75th meridian time, at about eighty stations of the Signal Service. This data is entered on an outline map of the United States, and isobars and isothermal lines are drawn, showing at a glance the meteorological conditions of the whole country. The weather indications of the twenty-four hours commencing at 3 P. M. of the day on which the map is posted, are also given. A Coast Bulletin is prepared daily at the Exchange, showing the direction and velocity of the wind and the state of the weather at eighteen stations on the Atlantic Coast, from Eastport, Maine, to Key West, Florida, and including the principal Ports in the Gulf of Mexico. In addition to the regular reports, special bulletins received at the United States Signal Office in this city are promptly posted. These include Cold Wave warnings, Frost warnings, movements of approaching storms, and other items of interest.

General News.—Embracing items of a miscellaneous character, such as Business Failures, Fires, Quarantine and other official notices; important legal decisions in Admiralty, and Press dispatches from all parts of the world.

List of Vessels in Port.—Showing Nationality, rig, tonnage, location, employment, name of master and agent.

Logs.—Abstracts from the logs of incoming steamers, showing the character of the weather, etc., experienced during the voyage.

Commercial Circulars in great variety, from the principal ports of the world, domestic and foreign, showing the actual state of trade in detail, by latest mail advices.

PORT OF PHILADELPHIA.

Maritime Rules,

As approved by The Philadelphia Maritime Exchange at the Annual Meeting held April 28, 1887.

(REVISED TO DATE.)

RULE 1.—Between the 1st of November and the 1st of April, notice that a vessel is ready for cargo must be served on charterers, or their duly accredited representatives, by 3 o'clock P. M.; and between the 1st of April and the 1st of November by 4 o'clock P. M.

RULE 2.—In case of a steamer or sailing vessel chartered to load a cargo of grain at Philadelphia, such notification of readiness, to be valid, must be accompanied by Pass of Surveyors of Board of Marine Underwriters certifying to vessel's actual readiness for her cargo of grain.

RULE 3.—In case of a sailing vessel or a steamer chartered to load a cargo of petroleum at Philadelphia, her notification of readiness must be accompanied by a certificate from recognized Stowage Inspectors of Philadelphia that sufficient ballast (should any ballast be required) is aboard vessel and duly trimmed.

RULE 4.—Lay-days of a steamer or sailing vessel chartered to load grain at Philadelphia and complying with Rule 1 will commence with the day following the service of her notification of readiness, provided said following day is not a Sunday or a legal holiday.

RULE 5.—In connection with Rules 1, 2, 3 and 4 charterers are required to deliver orders by 4 o'clock P. M. to the agents of vessel for vessel to move to her place of loading, between the first of November and the 1st of April, and by 5 o'clock P. M. between the 1st of April and the 1st of November. In event of such orders as to place of loading being given to the agent of the vessel as provided above, and vessel arrives at her place of loading by 7 o'clock A. M., say between the 1st of April and the 1st of November, or by 8 o'clock A. M. between the 1st of November and the 1st of April, on

the day following notification of readiness, the lay-days shall then count in conformity with original notice, as per Rule 4. If vessel arrives at her place of loading later than 7 o'clock A. M. or 8 o'clock A. M. (as stipulated in Rule 5), but not later than 12 o'clock noon, the days shall commence to count from noon of the day of her arrival at place of loading.

RULE 6.—In a case where any portion of a day more than one-half of a day is used in loading a vessel after the expiration of lay-days stipulated for loading in charter party, such portion of a lay-day so used shall be charged and paid for by charterers as one full day's demurrage, per charter party, except in a case where lay-days of a vessel would have expired at noon (per Rule 5), in which case the balance of such day of expiration shall be charged for as one-half of one day's demurrage.

RULE 7.—In case a vessel is loaded by 12 o'clock noon on the day after the expiration of her lay-days allotted for loading, and vessel can still be cleared at the Customs and the Consulate the same day, no demurrage shall be charged by Vessel to Charterers for the use of that portion of a day.

RULE 8.—In the event of orders for Vessel to move to her place of loading are not served on the Agents of the vessel in accordance with Rule 5, the vessel must, upon eventual receipt from the charterer of orders to move, to proceed to her place of loading as soon thereafter as tide and weather will permit; the lay-days, however, to count as per original notification of vessel's readiness, delivered in accordance with Rule 5.

RULE 9.—Charterers shall be allowed the day after the completion of loading of cargo in which to clear same at the Custom House, and to prepare the necessary shipping documents, and Rule 4, regarding Sundays and legal holidays, shall apply in this case.

RULE 10.—Steamers or sailing vessels chartered with a given number of running days for loading and/or discharging their cargo, the days used in loading at Philadelphia shall be computed in the same manner as provided for determining demurrage under Rules 6 and 7.

RULE 11.—When a vessel's name, nationality, tonnage, class in a specified "*Record*," and position are correctly stated at time of charter, and the vessel is accepted, the contract shall be considered closed, and subsequent Insurance inquiries shall not affect the transaction.

RULE 12.—The phrase "about," when applied to readiness of vessel

to load or to sail, either in respect to a vessel in this or in another American Port or in a Foreign Port, shall be understood to mean, not to exceed five days for sailing vessel or steamer from date of actual fixing of vessel. (NOTE.—It is earnestly recommended that whenever it is at all possible that the use of such indefinite and misleading phrases as “nearly,” “promptly,” “about ready,” “first-class,” be avoided, and thus obviate many of the lawsuits and arbitration certain to result from employing such indefinite terms.)

RULE 13.—The stipulation that a vessel is to proceed in ballast to commence upon her charter, shall not admit of her taking for ballast coal, salt or other merchantable or dutiable commodity, but will only admit of her ballasting with unmerchantable stuff, such as stone, dirt or sand, excepting that steamers may take surplus bunker coal.

RULE 14.—From the 1st of November to the 1st of March, from 8 o'clock A. M. until 5 o'clock P. M., and from the 1st of March to the 1st of November, from 7 o'clock A. M. until 6 o'clock P. M., shall be considered to be due diligence on the part of the ship in the loading of Petroleum, Grain or other cargoes.

RULE 15.—In the absence of any written agreement to the contrary, CUSTOMARY DISPATCH FOR DISCHARGING the undernoted descriptions of cargo at Philadelphia shall be understood to mean as follows:

TO DISCHARGE.	STEAMER.	SAILER.
Of Salt	not less than 250 tons per day.	100 tons per day.
“ Iron Ore	“ 250 “ “	100 “ “
“ Sulphur	“ 250 “ “	100 “ “
“ Chalk	“ 250 “ “	100 “ “
“ General Cargo (Chemicals) .	“ 250 “ “	100 “ “
“ Iron	“ 250 “ “	100 “ “
“ Spiegel	“ 250 “ “	100 “ “

The foregoing schedules refer to running days for Discharging cargoes, Sundays and legal holidays excepted, and to days when the United States Customs Authorities will permit the respectively designated cargo to be discharged from vessel.

NOTE.—Under favorable circumstances, and if it suits the Consignee of cargo, it is frequently practicable to discharge much more cargo per day than assigned as a day's work under clause “Customary Dispatch for Discharging.” The day, according to United States Customs Regulations, is from sunrise to sunset, but night permits to work after hours, under reasonable restrictions, can generally be obtained from Customs Authorities when jointly applied for by Master of vessel and Consignee of cargo.

RULE 16.—When practicable and not injurious to the stowage of the vessel (of which fact the regular Stowage Inspectors employed for the cargo shall be the judges and shall give their decision in writing) she shall, on demand of the charterers, employ two gangs for loading Petroleum; it being agreed that for each day during which two gangs are employed on loading cargo, one day's wharfage shall be allowed the vessel by the party requiring such extra labor. When loading Petroleum under Lay-day Scale, Special Schedule B, October 15th, 1886, the ship to furnish two gangs of stevedores without any wharfage allowance.

RULE 17.—It is understood that wherever the word Charterers is used in the foregoing rules it means Charterers or their duly accredited representatives.

RULE 18.—All transactions in Maritime affairs among members of the Philadelphia Maritime Exchange shall, in the absence of any special agreement to the contrary, be governed by the rules of the Exchange, but nothing therein contained shall be construed as interfering in any way with the rights of members to make such special contracts or conditions as they may mutually desire. The Tables and Scales printed on pages 39 to 44 inclusive are hereby made part of these rules, and when not otherwise stipulated, it will be understood that negotiations are based thereon.

RULE 19.—In case a strike at the Petroleum Yard, at which or from which vessel is loading, shall make it impossible for charterers to furnish cargo, lay-days are not to count during such strike; and in case of a strike of Stevedores, or other laborers employed by the vessel, preventing the latter from receiving cargo, the ship shall be free of responsibility on account of delay. In either case, such vessels as are detained by strikes as above, shall not be charged any wharfage at Petroleum Yard, as long as they are prevented from receiving cargo on account of such strikes.

Demurrage and Lay-Day Scale.

FOR **STEAMERS** LOADING AND DISCHARGING CARGOES OF **Grain**.

When Capacity
Guaranteed is

6,500 } 7,000 }	Quarters 10 % 12 days, Sundays excepted, £30 Demurrage.						
7,500 } 8,000 }	Quarters 10 "	13	"	"	"	35	"
8,500 } 9,000 }	Quarters 10 "	14	"	"	"	40	"
9,500 } 10,000 }	Quarters 10 "	15	"	"	"	45	"
10,500 } 11,000 }	Quarters 10 "	16	"	"	"	45	"
11,500 } 12,000 }	Quarters 10 "	17	"	"	"	50	"
12,500 } 13,000 }	Quarters 10 "	18	"	"	"	50	"
13,500 } 14,000 }	Quarters 10 "	19	"	"	"	60	"
14,500 } 15,000 }	Quarters 10 "	20	"	"	"	65	"
15,500 } 16,000 }	Quarters 10 "	21	"	"	"	70	"
16,500 } 17,000 }	Quarters 10 "	22	"	"	"	70	"

Lay-Day Scale.

FOR **SAILING** VESSELS LOADING AND DISCHARGING CARGOES OF **Grain.**

FOR VESSELS REGISTERING		LAY-DAYS FOR VESSELS LOADING GRAIN.		
From 200 to	250 tons.....	21 days to load and discharge.		
" 251	" 300 "	22	"	"
" 301	" 350 "	23	"	"
" 351	" 400 "	24	"	"
" 401	" 450 "	25	"	"
" 451	" 500 "	26	"	"
" 501	" 550 "	27	"	"
" 551	" 600 "	28	"	"
" 601	" 650 "	29	"	"
" 651	" 700 "	30	"	"
" 701	" 800 "	31	"	"
" 801	" 900 "	32	"	"
" 901	" 1000 "	33	"	"
" 1001	" 1100 "	34	"	"
" 1101	" 1200 "	35	"	"
" 1201	" 1300 "	36	"	"
" 1301	" 1400 "	37	"	"
" 1401	" 1500 "	38	"	"
" 1501	" 1600 "	39	"	"
" 1601	" 1700 "	40	"	"
" 1701	" 1800 "	40	"	"

**Lay-Days for Discharging—per Contract of London Corn
Trade Association, London, July 19, 1881.**

FOR **STEAMERS** DISCHARGING WHEAT AND/OR CORN, WHETHER FOR
DIRECT PORT OR FOR ORDERS.

250 quarters.....	$\frac{1}{4}$	running lay-days.
500 "	$\frac{1}{2}$	" "
750 "	$\frac{3}{4}$	" "
1,000 "	1	" "
2,000 "	2	" "
3,000 "	3	" "
4,000 "	4	" "
5,000 "	5	" "
6,000 "	6	" "
7,000 "	7	" "
8,000 "	8	" "
9,000 "	9	" "
10,000 "	10	" "
11,000 "	11	" "
12,000 "	12	" "
13,000 "	13	" "
14,000 "	14	" "
15,000 "	15	" "
16,000 "	16	" "
17,000 "	17	" "

Lay-Days for Discharging—per Contract of London Corn Trade Association, London, July 19, 1881.

FOR **SAILING** VESSELS DISCHARGING ALL KINDS OF GRAIN.

FOR CORK FOR ORDERS.				FOR DIRECT PORT.			
2,000 quarters	. . . .	10	running lay-days.	2,000 quarters	. . . .	8	running lay-days
2,400 "	. . . .	11	" "	2,500 "	. . . .	9	" "
2,800 "	. . . .	12	" "	3,000 "	. . . .	10	" "
3,200 "	. . . .	13	" "	3,500 "	. . . .	11	" "
3,600 "	. . . .	14	" "	4,000 "	. . . .	12	" "
4,000 "	. . . .	15	" "	4,500 "	. . . .	13	" "
4,400 "	. . . .	16	" "	5,000 "	. . . .	14	" "
4,800 "	. . . .	17	" "	5,500 "	. . . .	15	" "
5,200 "	. . . .	18	" "	6,000 "	. . . .	16	" "
5,600 "	. . . .	19	" "	6,500 "	. . . .	17	" "
6,000 "	. . . .	20	" "	7,000 "	. . . .	18	" "
6,400 "	. . . .	21	" "	7,500 "	. . . .	19	" "
6,800 "	. . . .	22	" "	8,000 "	. . . .	20	" "
7,200 "	. . . .	23	" "	8,500 "	. . . .	21	" "
7,600 "	. . . .	24	" "	9,000 "	. . . .	22	" "
8,000 "	. . . .	25	" "	9,500 "	. . . .	23	" "
8,400 "	. . . .	26	" "	10,000 "	. . . .	24	" "
8,800 "	. . . .	27	" "	10,500 "	. . . .	25	" "
9,200 "	. . . .	28	" "	11,000 "	. . . .	26	" "
9,600 "	. . . .	29	" "	11,500 "	. . . .	27	" "
10,000 "	. . . .	30	" "	12,000 "	. . . .	28	" "
10,400 "	. . . .	31	" "	12,500 "	. . . .	29	" "
10,800 "	. . . .	32	" "	13,000 "	. . . .	30	" "
11,200 "	. . . .	33	" "				

NOTE.—Discharging days (counting quarter days) are based on for Sailing Vessels for Cork for Orders—one running day for every 200 quarters up to 2,000 quarters, and one running day for every 400 quarters for anything beyond that quantity. For Direct Port—one running day for every 250 quarters up to 2,000 quarters, and one running day for every 500 quarters beyond that quantity. For cargoes by Steamers (counting quarter days)—one running day for every 1,000 quarters, whether for Direct Port or for Orders.

Lay-Day Scale—Sail—Petroleum.

ON VESSELS LOADING PETROLEUM IN **BARRELS**.

A OLD SCHEDULE—Adopted in 1876.					B SPECIAL SCHEDULE.—Oct. 15, 1886.				
Vessels 2,000 to 2,500 barrels, 10 lay-days.					Vessels 2,000 to 2,500 barrels, 8 lay-days.				
"	2,501	"	3,500	" 12 "	"	2,501	"	3,500	" 9 "
"	3,501	"	4,500	" 14 "	"	3,501	"	4,500	" 10 "
"	4,501	"	5,500	" 15 "	"	4,501	"	5,500	" 11 "
"	5,501	"	6,500	" 17 "	"	5,501	"	6,500	" 12 "
"	6,501	"	7,500	" 20 "	"	6,501	"	7,500	" 13 "
"	7,501	"	8,500	" 22 "	"	7,501	"	8,500	" 14 "
"	8,501	"	9,500	" 25 "	"	8,501	"	9,500	" 15 "
"	9,501	"	10,500	" 26 "	"	9,501	"	10,500	" 16 "
"	10,501	"	11,500	" 27 "	"	10,501	"	11,500	" 17 "
"	11,501	"	12,500	" 28 "	"	11,501	"	12,500	" 18 "
"	12,501	"	13,500	" 30 "	"	12,501	"	13,500	" 19 "
"	13,501	"	14,500	" 32 "	"	13,501	"	14,500	" 20 "
"	14,501	"	15,500	" 35 "	"	14,501	"	15,500	" 21 "
"	15,501	"	16,500	" 35 "	"	15,501	"	16,500	" 22 "

Above *special schedule* applicable only to vessels ready for cargo, within contract date for cargo, otherwise *old schedule* to prevail.

Lay-Day Scale—Sail—Petroleum.

ON VESSELS LOADING PETROLEUM IN **CASES**.

Vessels of	10,000 cases, 10 per cent.	10 days.
"	15,000 " 10 "	10 "
"	20,000 " 10 "	12 "
"	25,000 " 10 "	14 "
"	30,000 " 10 "	16 "
"	35,000 " 10 "	18 "
"	40,000 " 10 "	20 "
"	45,000 " 10 "	22 "
"	50,000 " 10 "	23 "
"	55,000 " 10 "	24 "
"	60,000 " 10 "	25 "
"	65,000 " 10 "	26 "
"	70,000 " 10 "	27 "
"	75,000 " 10 "	28 "
"	80,000 " 10 "	29 "
"	85,000 " 10 "	30 "
"	90,000 " 10 "	31 "
"	95,000 " 10 "	32 "
"	100,000 " 10 "	33 "

Demurrage Scale—Sail—Grain or Petroleum.

(Barrels and/or Cases.)

The Demurrage on sea-going *Sailing* Vessels shall be as follows, viz.:

For Vessels of **200 tons** or under, 12 cents per ton.

For Vessels over **200 tons**, and not exceeding **500 tons**, \$24 for the first **200 tons**, and 8 cents per ton for each ton additional.

For Vessels over **500 tons**, and not exceeding **900 tons**, \$48 for the first **500 tons**, and 6 cents per ton for each ton additional.

For Vessels over **900 tons**, \$72 for the first **900 tons**, and 5 cents per ton for each ton additional.

300 tons register...\$32 00 per day.				1,025 tons register... \$78 25 per day.			
325	"	...	34 00 "	1,050	"	...	79 50 "
350	"	...	36 00 "	1,075	"	...	80 75 "
375	"	...	38 00 "	1,100	"	...	82 00 "
400	"	...	40 00 "	1,125	"	...	83 25 "
425	"	...	42 00 "	1,150	"	...	84 50 "
450	"	...	44 00 "	1,175	"	...	85 75 "
475	"	...	46 00 "	1,200	"	...	87 00 "
500	"	...	48 00 "	1,225	"	...	88 25 "
525	"	...	49 50 "	1,250	"	...	89 50 "
550	"	...	51 00 "	1,275	"	...	90 75 "
575	"	...	52 50 "	1,300	"	...	92 00 "
600	"	...	54 00 "	1,325	"	...	93 25 "
625	"	...	55 50 "	1,350	"	...	94 50 "
650	"	...	57 00 "	1,375	"	...	95 75 "
675	"	...	58 50 "	1,400	"	...	97 00 "
700	"	...	60 00 "	1,425	"	...	98 25 "
725	"	...	61 50 "	1,450	"	...	99 50 "
750	"	...	63 00 "	1,475	"	...	100 75 "
775	"	...	64 50 "	1,500	"	...	102 00 "
800	"	...	66 00 "	1,525	"	...	103 25 "
825	"	...	67 50 "	1,550	"	...	104 50 "
850	"	...	69 00 "	1,575	"	...	105 75 "
875	"	...	70 50 "	1,600	"	...	107 00 "
900	"	...	72 00 "	1,625	"	...	108 25 "
925	"	...	73 25 "	1,650	"	...	109 50 "
950	"	...	74 50 "	1,675	"	...	110 75 "
975	"	...	75 75 "	1,700	"	...	112 00 "
1,000	"	...	77 00 "				

PORT OF PHILADELPHIA.

HARBOR RULES AND REGULATIONS.

Adopted by the Board of Wardens of the Port of Philadelphia, March 5, 1883.

For the information of Owners, Masters and others having command, care or charge of Vessels within the Port or Harbor of Philadelphia, the following rules and regulations are published :

VESSELS TO REPORT AT WARDENS' OFFICE.

1. All vessels arriving at the Port of Philadelphia must report at the Wardens' office, Rooms 11 and 11½ Merchants' Exchange, within twenty-four hours after arrival and before leaving the port must report their clearance. Penalty for neglecting to report, from \$10 to \$50.

ANCHORAGE.

2. Vessels must not anchor in the river Delaware below Kaighn's Point, west of the buoy marking the main channel.

Vessels must not anchor above Kaighn's Point, except eastward of Windmill Island, or in the east channel at Cooper's Point.

Vessels must in no case anchor where they will interfere with the ferries.

Vessels must not anchor at Port Richmond, except by permission and under the direction of the Harbor Master.

Vessels must not anchor at any place in the channel of the river Schuylkill, nor lie at any wharf in that river more than two abreast, without the permission of the Harbor Master.

Vessels must not anchor on the range line of any range lights.

Vessels at anchor must exhibit, between sunset and sunrise, a visible white signal-light in the rigging, at least fifteen (15) feet above the deck.

3. Vessels hauled into any wharf or dock, or alongside of other vessels lying at any wharf or dock, must be made fast to the shore with proper lines, with sufficient fenders between them and the inside vessels, and shall, when so ordered by the Harbor Master, have their jib-booms, sprit-sail-

yards, main-booms, spankers, ring-tail booms, davits and bumpkins, if any, rigged in, their lower yards topped, and anchors either a cockbill or at the hawse-pipe, as most convenient.

4. When fasts of vessels extend across a dock so as to obstruct passing vessels, the captain or person in charge shall, when so ordered by the Harbor Master, cause the fasts to be slackened or cast off.

5. Vessels lying at the ends of piers, so as to obstruct the passage to the adjoining docks, must move when necessary to accommodate other vessels entering or leaving the docks.

6. Vessels lying alongside of a wharf, and not taking in or discharging cargo, must make way for and permit other vessels that want to load or unload cargo to come inside next to the wharf.

7. If the person in charge of any vessel refuses to move, the Harbor Master shall cause the same to be done at the cost and risk of the master, owner or consignee.

8. No wharf shall be obstructed so as to prevent the loading or unloading of cargo, but reasonable facilities will at all times be allowed on application to the Harbor Master.

9. No tar, pitch, turpentine or rosin shall be heated on a wharf or on board any vessel lying at a wharf.

10. Vessels that may increase their width by using ballast logs, pontoons, or devices of the same nature, must move to accommodate other vessels, when so ordered by the harbor master, and shall pay the expenses of other vessels that may be required to move to allow a vessel with the above appliances to get in or out of docks.

11. Any master, captain or whoever is in charge of a vessel, who shall refuse or neglect to comply with the directions of the Harbor Master, or whoever shall obstruct his authority, shall be fined in a sum not exceeding \$100 for each and every offence.

(Act of February 4, 1846, P. L. 30.)

SECTION LXXV. That if any person or persons whoever shall, from and after the passage of this act, cast into the tide-way of the river Delaware, or into the river Schuylkill, from the lower falls thereof to its junction with the river Delaware, any ballast, cinders, ashes or any heavy articles whatever,

from any ship, vessel, steamboat or wharf, he or they so offending, for every such offence, shall forfeit and pay a sum not exceeding one hundred dollars, to be sued for and recovered with costs of suit, before any alderman of the city, or justice of the peace of the county of Philadelphia, or any court of record in this State, in the same manner and for the same uses as directed by the thirty-sixth section of the Act of Assembly, entitled "An Act to Establish a Board of Port Wardens for the Port of Philadelphia," etc., passed twenty-ninth day of March, one thousand eight hundred and three: *Provided*, that the jurisdiction of the Board of Wardens of the Port of Philadelphia shall not extend on the river Delaware beyond the jurisdiction of the Collector of Customs for the District of Philadelphia, upon said river.

That it shall be the duty of the Harbor Master, and he is hereby required to enforce and superintend the execution of all laws of the Commonwealth, and of all by-laws, rules and regulations of the corporation of the city, or of the Wardens of the Port of Philadelphia, enacted, ordained and declared, or hereafter to be ordained, enacted and declared, for cleaning the docks and wharves of the Port of Philadelphia; for preventing all nuisances at the wharves and in the docks aforesaid, by burning or breaming any ships or vessels, or otherwise howsoever; *for regulating and stationing all ships or vessels in the stream of the river Delaware, or at the wharves within the boundaries of the City of Philadelphia*; for removing, from time to time, ships and vessels, in order to accommodate and make room for others, or for admitting the river craft to pass in and out of the docks, and for compelling the masters and captains of ships and vessels to accommodate each other, so that ships and vessels arriving from sea shall, for a reasonable time, not exceeding six days, be entitled to berths next to the wharves until they have landed their cargoes.

(Act 15th June, 1874, P. L. 390.)

SECTION CXLVII. *Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania, in General Assembly met, and it is hereby enacted by the authority of the same*, That all vessels over seventy-five tons burthen shall, within twenty-four hours after their arrival at the Port of Philadelphia, report and register at the office of the Board of Wardens for the said port; and all proceedings for neglect to obey the harbor regulations, as at present existing, shall be held before any justice of the peace or alderman of the City of Philadelphia, and the proceedings for the enforcement of penalties, in all cases, shall be commenced by *capias*. All laws or parts of laws inconsistent with these laws are hereby repealed.

Every vessel arriving from or bound to a foreign port, is bound by law to receive a pilot, except outward bound American vessels carrying their registered tonnage of coal.

Every master is bound to report immediately on arriving to the Wardens' office, under a penalty of \$10, and incurs a like penalty if he does not record his clearance with them before departing.

No license shall be granted to any person to act as a pilot unless he has served an apprenticeship of six years on board of a pilot boat.

The pilot of every vessel is obliged to inform the master of his having to report at the Wardens' office.

Every pilot detained by the master, owner or consignee, or by the ice, is entitled to \$3 per day.

Every pilot, obliged by the ice, or stress of weather, to proceed to another port, is entitled to his pilotage, and if there discharged, to eight cents a mile for every mile he has to travel home.

The master of vessels shall give an account to the pilot when boarding of the draught of such vessels, and in case he shall misrepresent said draught, and give it as less than the actual draught, he shall forfeit and pay the sum of \$25, to be sued for and recovered before any alderman of the City of Philadelphia, by the Master Warden, who shall pay the same over, when collected, to the Society for the Relief of Decayed Pilots, their Widows and Orphans; he having first deducted the expenses incurred in recovering the same.

Every outward bound ship or vessel is bound to remain at the Capes twenty-four hours after its arrival, to give the pilot an opportunity to be taken out, under a penalty of \$800.

Adopted by the Board of Wardens of the Port of Philadelphia, May 16, 1887:

RESOLVED, That the following be added to the Harbor Master's Rules and Regulations:

That all rules and regulations in reference to the Harbor Master's authority and duties over wharves, and vessels loading and discharging at wharves, be and are hereby considered as governing his action in reference to the continuous bulkheads on the Schuylkill River the same as to bulkheads, piers or docks on the Delaware and Schuylkill Rivers.

Tide Table for the Port of Philadelphia.

Showing the difference between the time of High Water at Philadelphia (Walnut Street Wharf, Delaware River) and the following places.

The hours and minutes standing against the place in this table are to be added or subtracted from the time of High Water at Philadelphia on any given day, which will give (nearly) the time of High Water at the following points:

(+ signifies ADD; — signifies SUBTRACT.)

DISTANCES.	DISTANCE FROM WALNUT STREET WHARF, PHILADELPHIA, IN NAUTICAL MILES, TO THE FOLLOWING PLACES, AND THE DIFFERENCE IN TIME OF HIGH WATER AT EACH POINT.	DIFFERENCE IN TIME.
		H. M.
2½ miles.	Port Richmond Elevator, Philadelphia	+ .08
¾ "	Cooper's Point, New Jersey	+ .11
0 "	Walnut Street Wharf, Philadelphia . . . . .	. . .
1¾ "	Kaighn's Point, New Jersey	— .10
3¼ "	Greenwich Point, Philadelphia	— .18
7 "	Girard Point (Schuylkill River)	— .30
9¼ "	Point Breeze "	— .35
9½ "	Gibson's Point "	— .37
12½ "	Chestnut St. Wharf "	— .40
11½ "	Lazaretto, Pennsylvania	— .45
14¼ "	Chester, Pennsylvania	— .57
15¾ "	Schooner Ledge, Delaware River, below Chester, Pennsylvania	— 1.05
23¾ "	Cherry Island Flats, Delaware River, off Edgemore, "	— 1.40
24¾ "	Wilmington, Delaware (mouth of Christiana Creek)	— 1.45
26 "	Deep Water Point, New Jersey	— 1.42
29¼ "	New Castle, Delaware	— 1.51
33¾ "	Port Delaware	— 2.02
39 "	Reedy Island Lighthouse	— 2.17
44½ "	Liston's Point	— 3.15
48 "	Bombay Hook	— 3.27
65¾ "	Cross Ledge Lighthouse	— 4.40
77½ "	Brandywine Lighthouse	— 5.37
82½ "	Cape May	— 5.20
89 "	Cape Henlopen	— 5.42
110¾ "	Old Five Fathom Bank Lightship . . . . .	. . .
9¾ "	N. N. E. from the Old Lightship is the New Lightship . . . . .	. . .

AVERAGE DURATION OF TIDES.

	RISE. h. m.	FALL. h. m.
Philadelphia	5.06	7.19
New Castle	5.24	7.01
Cape Henlopen	6.17	6.08

	SPRING TIDES.	NEAP TIDES	AVERAGE TIDES.
At Philadelphia	6.2 feet	4.5 feet.	5.4 feet.
At New Castle	6.9 "	4.4 "	5.7 "
At Cape Henlopen	4.5 "	3.0 "	3.5 "

Compass Variation at Philadelphia, 6° Westerly.

SURVEYOR'S FEES.

Admiralty Surveyors for the Port of Philadelphia.

For executing Writ of Survey on Hatches and Cargo on board, including cost of writ :

For Vessels under 300 tons register,	\$7 00
“ “ of 300, and under 1,000 tons register,	10 00
“ “ of 1,000 tons register and over,	13 00
“ “ of 1,000 tons register or over, having on board less than 500 tons of cargo, perishable or liable to damage,	10 00

Where material damage to cargo has been sustained, requiring special care and attention, an additional charge will be made of from \$2.00 to \$10.00, according to service rendered.

Vessels discharging on the Schuylkill, below Gray's Ferry bridge, at Greenwich, Chester, Thurlow, or other distant points, will be charged from \$2.00 to \$5.00 in addition to the regular fee.

Special Surveys.

For executing Writ of Survey on Hull, Tackle and Apparel, includ-

ing cost of writ,	\$15 00
For each subsequent Survey,	5 00

Where surveys are held on hull, etc., in the stream or at distant points, an additional charge will be made, according to distance and expenses incurred.

WHARFAGE—GRAIN.

No charge is made by the **GRAIN** Elevator Companies of Philadelphia, on either Steamships or Sailing Vessels, *while loading* grain alongside the elevators.

When *not loading*, wharfage will be charged at the following rates:

Steamships.—One cent per registered ton per day.

Sailing Vessels.—Under 500 tons register, \$3.00 per day.

500 to 800	"	"	4.00	"
800 to 1000	"	"	5.00	"
Over 1000	"	"	6.00	"

WHARFAGE—PETROLEUM.

RATES OF WHARFAGE AT **PETROLEUM** WHARVES, PHILADELPHIA.

Approved by the Philadelphia Maritime Exchange, May 26, 1890.

VESSELS, REGISTERED TONNAGE.	For Vessels lying at inside Berths, either idle or working, and while working at outside Berths.	FOR VESSELS WHILE IDLE AT OUTSIDE BERTHS.		VESSELS, REGISTERED TONNAGE.	For Vessels lying at inside Berths, either idle or working, and while working at outside Berths.	FOR VESSELS WHILE IDLE AT OUTSIDE BERTHS.	
		Second Tier.	Outside of Second Tier.			Second Tier.	Outside of Second Tier.
TONS.	PER DAY.	PER DAY.	PER DAY.	TONS.	PER DAY.	PER DAY.	PER DAY.
200 or under	\$2 75	\$1 40	\$1 05	1900	\$9 75	\$4 90	\$3 65
300	3 25	1 65	1 20	2000	10 00	5 00	3 75
400	3 75	1 90	1 40	2100	10 50	5 25	3 95
500	4 50	2 25	1 70	2200	11 00	5 50	4 15
600	5 00	2 50	1 90	2300	11 50	5 75	4 30
700	5 25	2 65	1 95	2400	12 00	6 00	4 50
800	5 50	2 75	2 05	2500	12 50	6 25	4 70
900	6 00	3 00	2 25	2600	13 00	6 50	4 90
1000	6 50	3 25	2 45	2700	13 50	6 75	5 05
1100	6 75	3 40	2 55	2800	14 00	7 00	5 25
1200	7 00	3 50	2 65	2900	14 50	7 25	5 45
1300	7 50	3 75	2 80	3000	15 00	7 50	5 65
1400	8 00	4 00	3 00	3100	15 50	7 75	5 70
1500	8 50	4 25	3 20	3200	16 00	8 00	6 00
1600	9 00	4 50	3 40	3300	16 50	8 25	6 20
1700	9 25	4 65	3 45	3400	17 00	8 50	6 40
1800	9 50	4 75	3 55	3500	17 50	8 75	6 55

The reduced rates, as above, *for vessels idle at outside berths*, are to be allowed *only* when such berths are occupied by direction of the Wharf Superintendent or Harbor Master; *otherwise full rates will be charged, the same as for inside berths.*

With the above exceptions, there is no fixed scale of wharfage rates at the Port of Philadelphia.

Towage Rates Outward, SQUARE-RIGGED

Towage from Philadelphia, Port Richmond, Gibson's Point, Point Breeze, South
If from West Philadelphia, twenty (20) per cent.
If lying in stream opposite South Chester Oil Works,

REGISTER TONNAGE.		16½ Miles. Chester.	20 Miles. Marcus Hook.	28½ Miles. Wilmington Creek	31½ Miles. Wilmington.	33½ Miles. New Castle.	40 Miles. Fort Delaware or Delaware City.
From 150 to 200 tons,		\$12	\$14	\$18	\$28	\$21	\$24
" 200 to 300 "		13	15	20	30	23	27
" 300 to 400 "		14	17	23	33	26	31
" 400 to 500 "		15	18	25	35	29	34
" 500 to 600 "		16	19	27	37	32	37
" 600 to 700 "		17	21	29	39	34	41
" 700 to 800 "		18	22	31	41	37	44
" 800 to 900 "		20	24	34	44	40	48

		1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.
From 900 to 1,000 tons,		\$21	\$33	\$26	\$40	\$37	\$57	\$	\$	\$44	\$67	\$52	\$80
" 1,000 to 1,100 "		23	37	28	45	40	64			47	75	56	90
" " " drawing over 23½ feet		33	47	43	60	60	84			72	100	80	102
" 1,100 to 1,200 "		24	41	30	50	43	71			50	84	60	100
" " " drawing over 23½ feet		39	56	50	70	79	96			80	114	85	135
" 1,200 to 1,300 "		26	45	32	55	46	78			54	92	64	110
" " " drawing over 23½ feet		46	65	57	80	76	108			59	127	100	150
" 1,300 to 1,400 "		28	49	34	60	48	86			57	101	68	120
" " " drawing over 23½ feet		53	74	64	90	83	121			97	141	110	165
" 1,400 to 1,500 "		29	53	36	65	51	93			60	109	72	130
" " " drawing over 23½ feet		59	83	71	100	91	133			105	154	120	180
" 1,500 to 1,600 "		31	57	38	70	54	100			64	117	76	140
" " " drawing over 23½ feet		66	92	78	110	99	145			114	167	130	195
" 1,600 to 1,700 "		33	61	40	75	57	107			67	126	80	150
" " " drawing over 23½ feet		73	101	85	120	107	157			122	181	140	210
" 1,700 to 1,800 "		34	65	42	80	60	114			70	134	84	160
" " " drawing over 23½ feet		79	110	92	130	115	169			130	194	149	225
" 1,800 to 1,900 "		36	67	44	82	63	117			74	137	88	164
" " " drawing over 23½ feet		86	117	99	137	123	177			139	202	158	234
" 1,900 to 2,000 "		37	68	46	84	66	120			77	141	92	168
" " " drawing over 23½ feet		92	123	106	144	131	185			147	211	167	243
" 2,000 and upwards,		41	73	50	91	71	128			84	151	100	180
" " " drawing over 23½ feet		101	133	115	155	141	198			159	226	180	260

1. Tugs engaged to tow Square-Rigged Vessels, outward bound, lying or sailing down at to where vessel lies. If vessel is between Greenwich and Chester, no deduction to be made.

2. When tugs are sent from Philadelphia to tow Square-Rigged Vessels up from Quarantine, be charged.

Detention at time of leaving, per hour, \$5.00, if

When tugs tow vessels to stream, transporting rate

Filling water on outward bound vessels,

Taking Effect April 1, 1888.

VESSELS.

Chester Oil Works, and Girard Point down the Delaware River and Bay.
of Point Breeze transporting rates additional.
a deduction of ten (10) per cent, to be allowed.

46 Miles. Reedy Island.		49 Miles. Dan Baker.		52 Miles. Morris Liston.		56½ Miles. Duck Creek.		61 Miles. Bombay Hook.		71 Miles. Buoy of Middle.		77 Miles. Ledge Light.		84 Miles. Fourteen Ft. Bank.		90 Miles. Brandywine.		103 Miles. Breakwater.	
\$27		\$28		\$29		\$30		\$31		\$36		\$39		\$42		\$45		\$52	
31		33		35		36		37		43		46		50		54		62	
35		37		39		41		43		50		54		57		63		72	
39		41		43		45		49		57		62		67		72		82	
43		45		47		51		55		64		69		76		81		93	
47		49		52		57		61		71		77		84		90		103	
51		54		57		62		67		78		85		92		99		113	
55		59		62		68		73		85		92		101		108		124	
1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.
\$60	\$92	\$64	\$98	\$68	\$104	\$73	\$113	\$79	\$122	\$92	\$142	\$100	\$154	\$109	\$168	\$117	\$180	\$134	\$206
64	104	69	110	73	117	79	127	85	137	99	160	108	173	118	189	126	203	144	232
69	139	109	150	118	162	129	177	140	192	150	220	173	238	188	259	201	278	224	312
99	115	74	123	78	130	85	141	92	153	107	178	116	193	126	210	135	225	155	258
109	155	119	168	128	180	140	196	152	213	172	243	186	263	201	285	215	305	240	343
74	127	78	134	83	143	90	155	98	168	114	195	123	212	134	231	144	248	165	283
110	172	128	184	138	198	150	215	163	233	184	265	198	287	214	311	229	333	255	373
78	138	83	147	88	156	96	170	104	183	121	213	131	231	143	252	153	270	175	309
128	188	138	202	148	216	161	235	174	253	196	288	211	311	228	337	243	360	270	404
83	150	88	159	94	169	102	184	110	198	128	231	139	250	151	273	162	293	185	335
138	205	143	214	154	229	167	249	180	260	203	306	219	330	236	358	252	383	280	430
87	161	93	172	99	182	107	198	116	214	135	249	146	270	160	294	171	315	196	361
147	221	159	237	169	252	182	273	196	294	220	334	236	360	255	389	271	415	301	466
92	173	98	184	104	195	113	212	122	229	142	266	154	289	168	315	180	338	206	386
157	239	168	250	179	270	193	292	207	314	232	356	249	384	268	415	285	443	316	496
97	184	103	196	109	208	119	226	128	244	149	284	162	308	176	336	189	360	216	412
167	254	178	271	189	288	204	311	218	334	244	379	262	408	281	441	299	470	331	527
101	189	108	201	114	213	124	232	134	250	156	291	169	316	185	344	198	369	227	422
176	264	188	281	199	298	214	322	229	345	256	391	274	421	295	454	313	484	347	542
106	193	113	206	120	218	130	237	140	256	163	298	177	323	193	353	207	378	237	433
186	273	198	291	210	308	225	332	240	356	268	403	287	433	308	468	327	498	362	558
115	207	123	221	130	234	141	254	153	275	178	320	193	347	210	378	225	405	258	464
200	292	213	311	225	329	241	354	258	380	288	430	308	462	330	498	350	530	388	594

any point below Chester, will charge the above rate after deducting rate from Philadelphia

the above Chester rate to be charged. If sent to Wilmington, the above Wilmington rate to

not detained over three hours.

to be charged in addition to outward towage,

.....\$5.00.

Towage Rates Inward,

INWARD-BOUND SQUARE.

Arriving at South Chester Oil Works, Mouth of Schuylkill, or any point on the Delaware front, transporting rates to be charged in addition. If bound to Girard Point, Point Breeze, Gibson's If vessels anchor at South Chester Oil Works, transporting rates to be charged in addition, light

REGISTER TONNAGE.	16 Miles. Chester.	20 Miles. Marcus Hook.	28 Miles. Wilmington Creek.	31½ Miles. Wilmington.	33½ Miles. New Castle.	40 Miles. Fort Delaware or Delaware City.
From 150 to 200 tons	\$11	\$13	\$16	\$26	\$18	\$21
" 200 to 300 "	12	14	17	27	19	22
" 300 to 400 "	13	15	18	28	21	24
" 400 to 500 "	14	16	19	29	22	25
" 500 to 600 "	15	17	20	30	24	27
" 600 to 700 "	16	18	22	32	26	30
" 700 to 800 "	17	19	24	34	28	32
" 800 to 900 "	18	20	26	36	30	34
" 900 to 1,000 "	19	21	28	. .	32	37
" 1,000 to 1,100 "	20	22	30	. .	34	40
" 1,100 to 1,200 "	21	23	32	. .	36	42
" 1,200 to 1,300 "	22	24	34	. .	38	45
" 1,300 to 1,400 "	23	25	36	. .	40	48
" 1,400 to 1,500 "	24	26	38	. .	42	51
" 1,500 to 1,600 "	25	27	40	. .	44	54
" 1,600 to 1,700 "	26	28	42	. .	46	57
" 1,700 to 1,800 "	27	29	44	. .	48	60
" 1,800 to 1,900 "	28	30	46	. .	50	64
" 1,900 to 2,000 "	29	31	48	. .	52	67
" 2,000 tons and upwards	30	34	52	. .	56	72

All square-rigged vessels towed between Billingsport and
 All square-rigged vessels towed from Wilmington, if there
 Tugs sent from Philadelphia to tow inward-bound

Taking Effect April 1, 1888.

RIGGED VESSELS.

Camden or Philadelphia side, between Gloucester and Pier 13, Port Richmond. If vessels anchor, Point, or West Philadelphia, Schuylkill transporting rates, less 20 per cent., to be charged in addition, or loaded, with one Tug only.

46 Miles. Reedy Island.	49 Miles. Dan Baker.	52 Miles. Morris Liston.	56½ Miles. Duck Creek.	61 Miles. Bombay Hook.	71 Miles. Buoy of Middle.	77 Miles. Ledge Light.	84 Miles. Fourteen-foot Bank.	90 Miles. Brandywine.	103 Miles. Breakwater.
\$23	\$24	\$25	\$26	\$27	\$29	\$31	\$33	\$35	\$40
24	25	26	27	28	30	32	35	38	43
26	27	28	29	30	32	34	37	41	48
28	30	32	34	36	38	41	44	48	55
30	32	34	36	38	41	45	49	54	62
34	35	37	39	41	45	48	54	60	69
37	38	40	42	45	49	52	59	66	76
40	42	44	46	49	53	56	64	72	83
43	45	47	50	53	57	59	69	78	91
46	48	50	53	57	61	63	74	84	96
49	52	54	58	62	66	69	79	90	104
52	55	57	62	66	71	74	84	96	110
55	58	60	65	70	76	79	89	103	117
58	61	64	69	74	80	83	94	109	124
61	64	68	73	78	84	88	99	115	131
64	67	72	79	82	89	93	104	121	138
67	71	76	81	86	92	98	109	127	144
70	74	79	85	91	97	103	114	133	152
73	78	82	89	94	100	109	119	139	158
77	82	87	94	102	110	129	140	150	172

Chester, Tugs will charge Chester rates.

when towing is to be done, above rate is to be charged.

square-rigged vessels, will charge the above rates.

CITY ICE BOATS.

The City of Philadelphia owns and operates three Ice Boats (side-wheel steamers) of power and equipment scarcely second to any in the world. Their office is to keep the channels of the Delaware and Schuylkill Rivers navigable in the severest winter weather, and the original intention was that they should be used solely for that purpose; but in time of emergency, when Tow Boats are not at hand and navigation is rendered very difficult, if not impracticable, except in their wake, they accept tows at rates which, though apparently high, pay but a small portion of their operating expenses.

Rates of Towage.

	Miles.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
SCALE OF DISTANCES.	U. S. Survey.	70 to 200 and under 70.	200 to 500	500 to 800	800 to 1100	1100 to 1300	1300 and upwards.
PHILADELPHIA TO OR FROM		Cents per ton.	Cents per ton.	Cents per ton.	Cents per ton.	Cents per ton.	Cents per ton.
Chester,	16¼	18	12	11	10	9	8
Marcus Hook,	20	19	13	12	11	10	9
Grubb's Landing,	24	20	14	13	12	11	10
Wilmington Creek,	28½	22	16	14	13	12	11
New Castle,	33½	23	17	16	14	13	12
Delaware City,	40	27	19	17	16	15	14
Reedy Island Light House,	46	29	20	19	17	16	15
Morris Liston's, (Half Way),	52	31	21	20	18	17	16
Duck Creek Light House,	56½	32	22	21	19	18	17
Bombay Hook Point,	61	34	24	22	20	19	18
Buoy of Middle,	71	39	26	25	23	21	20
Ledge Light Boat,	77	41	28	26	24	22	21
Buoy on the Fourteen-Foot Bank,	84	44	30	28	26	23	22
Brandywine Light Boat,	90	47	32	30	27	25	23
Buoy on the Brown,	94	48	33	32	28	26	25
Breakwater,	103	52	36	33	30	28	26
Light Boat on the Five Fathom Bank,	128						

Rules and Regulations.

1.—Orders for towing vessels outward bound, or for Harbor Service, will only be received at the Office of the Ice Boats; and at the time of the application for service, *ten per cent. of the towage money* shall be paid in *advance*, as a booking fee, to be forfeited if the Ice Boats are not used.

2.—When vessels are taken in tow or cast off *between* any of the points named in the scale of rates, they will be charged in proportion to the distance towed, except as provided in Rule No. 8.

3.—All vessels are at their own risk while in tow, and the Ice Boats will not be liable for any injury they may sustain. The right to cast off shall be at the option of the Captains of the Ice Boats. Should any vessel be cast off in consequence of bad weather, or any other cause, she will be charged the rate for the distance towed.

4.—Any vessel towed from one *intermediate* point to another, shall be charged for the distance at the same rates as if towed the same number of miles from the city, excepting for service in the Harbor, and excepting as provided in Rule No. 8.

5.—Service in the Harbor of Philadelphia from Frankford Creek to Gray's Ferry Bridge, shall be paid for according to special agreement to be made at the time the service is ordered.

6.—Vessels ashore or in distress, or not in regular tow, or requiring the service of the Ice Boats from any other cause, or vessels not being in readiness at the hour fixed, will be charged according to the service performed, such an amount as may be determined by the Director of the Department of Public works.

7.—Vessels using the Ice Boats' Hawser shall pay five per cent. in addition to the amount of their towage.

8.—No less rate than *to or from Chester* will be charged for the service of the Ice Boats, beyond the Harbor limits.

9.—It must be understood that a contract with the Ice Boats for towage will not include the *docking* of vessels.

PHILADELPHIA, November 23, 1888.

PILOTAGE RATES ON THE DELAWARE BAY AND RIVER.

Under the Laws of the State of Pennsylvania.

(Amended May 11th, 1889.)

FEET.	INWARD. If spoken east of Five Fathom Bank Light- ship, or North of Here- ford Inlet Lighthouse, or South of Fenwick's Island Light.	INWARD. If spoken inside of Five Fathom Light- ship and outside of line drawn from Cape May Light to Cape Henlopen Light.	INWARD. If not spoken until inside of line drawn from Cape May Light to Cape Henlopen Light.	OUTWARD.
8	32.91	29.92	26.93	29.92
8½	34.97	31.79	28.61	31.79
9	37.03	33.66	30.29	33.66
9½	39.08	35.53	31.98	35.53
10	41.14	37.40	33.66	37.40
10½	43.20	39.27	35.34	39.27
11	45.25	41.14	37.03	41.14
11½	47.31	43.01	38.71	43.01
12	49.37	44.88	40.39	44.88
12½	61.87	56.25	50.63	56.25
13	64.35	58.50	52.65	58.50
13½	66.82	60.75	54.68	60.75
14	69.30	63.00	56.70	63.00
14½	71.77	65.25	58.73	65.25
15	74.25	67.50	60.75	67.50
15½	76.72	69.75	62.78	69.75
16	79.20	72.00	64.80	72.00
16½	81.67	74.25	66.83	74.25
17	84.15	76.50	68.85	76.50
17½	86.62	78.75	70.88	78.75
18	89.10	81.00	72.90	81.00
18½	91.57	83.25	74.93	83.25
19	94.05	85.50	76.95	85.50
19½	96.52	87.75	78.98	87.75
20	99.00	90.00	81.00	90.00
20½	101.47	92.25	83.03	92.25
21	103.95	94.50	85.05	94.50
21½	106.42	96.75	87.08	96.75
22	108.90	99.00	89.10	99.00
22½	111.37	101.25	91.13	101.25
23	113.85	103.50	93.15	103.50
23½	116.32	105.75	95.18	105.75
24	118.80	108.00	97.20	108.00
24½	121.27	110.25	99.23	110.25
25	123.75	112.50	101.25	112.50
25½	126.22	114.75	103.28	114.75
26	128.70	117.00	105.30	117.00
26½	131.17	119.25	107.33	119.25
27	133.65	121.50	109.35	121.50

NOTE.—The Rates of Pilotage under the laws of the State of Delaware are the same as the above.

The only difference in the Pilotage Laws of the two States is, that while the State of Pennsylvania exempts a vessel from pilotage after she has passed a line drawn from Cape Henlopen Light to Cape May Light, the State of Delaware requires a vessel to pass Brandywine Light before she is exempt from pilotage.

COMMERCE OF THE PORT OF PHILADELPHIA.

For the past Ten Years.

American Vessels entered from Foreign Ports.

Years.	CARGO.		BALLAST.	
	Vessels.	Tons.	Vessels.	Tons.
1880	474	282,362	10	8,744
1881	396	248,925	9	10,757
1882	456	283,374	9	12,052
1883	401	215,817	5	5,510
1884	414	200,933	2	1,761
1885	433	210,023	4	3,560
1886	417	127,518	4	1,070
1887	323	169,747	7	9,356
1888	348	187,734	4	1,789
1889	385	223,873	10	13,686

Foreign Vessels entered from Foreign Ports.

Years.	CARGO.		BALLAST.	
	Vessels.	Tons.	Vessels.	Tons.
1880	1,059	882,611	170	119,443
1881	730	577,355	144	109,092
1882	723	650,992	25	18,291
1883	599	548,004	61	44,375
1884	623	596,706	89	80,397
1885	743	770,958	107	92,634
1886	862	943,350	59	62,150
1887	1,021	1,091,562	26	31,341
1888	810	829,175	37	42,359
1889	814	884,787	91	117,065

American Vessels Cleared for Foreign Ports.

Years.	CARGO.		BALLAST.	
	Vessels.	Tons.	Vessels.	Tons.
1880	313	228,428	34	10,534
1881	235	199,256	15	4,206
1882	337	242,883	34	8,966
1883	303	189,135	23	9,053
1884	265	149,591	23	7,548
1885	269	153,764	18	6,359
1886	243	143,810	13	4,340
1887	218	148,894	10	3,710
1888	232	137,768	15	4,842
1889	251	178,681	6	2,005

Foreign Vessels Cleared for Foreign Ports.

Years.	CARGO.		BALLAST.	
	Vessels.	Tons.	Vessels.	Tons.
1880	1,136	899,996	22	10,579
1881	881	776,024	21	15,476
1882	643	564,399	24	20,009
1883	605	528,606	11	5,539
1884	919	586,687	22	16,641
1885	763	771,997	25	23,241
1886	695	725,587	32	17,418
1887	762	782,682	65	39,811
1888	611	642,874	104	63,523
1889	615	673,252	82	55,794

Vessels Arriving Coastwise.

Years.	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.
1880	1,872	7	50	44	4,152	6,125
1881	1,657	5	47	50	3,549	5,308
1882	1,846	11	33	53	3,748	5,691
1883	1,777	7	49	56	3,980	5,869
1884	1,658	14	50	22	3,459	5,203
1885	1,633	25	42	20	3,008	4,728
1886	1,619	19	53	25	2,518	4,531
1887	1,539	19	77	52	2,727	4,414
1888	1,517	18	34	22	2,396	3,987
1889	1,443	11	21	8	2,509	3,746

Vessels Sailing Coastwise.

Years.	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.
1880	1,846	19	54	49	3,393	5,361
1881	1,667	9	60	73	3,581	5,390
1882	1,797	21	78	58	3,183	5,137
1883	1,728	10	37	55	3,249	5,079
1884	1,702	10	52	39	3,246	5,049
1885	1,707	9	58	48	2,914	4,736
1886	1,841	2	71	50	2,705	4,669
1887	1,819	8	89	69	2,820	4,805
1888	1,597	7	73	49	2,564	4,290
1889	1,647	9	69	29	2,389	4,143

Arrivals at the Delaware Breakwater during 1889.

	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.
For orders	26	32	186	70	130	444
For harbor	20	22	94	60	2,262	2,458
In distress	16	—	6	6	18	46
	62	54	286	136	2,410	2,948

EXPORTS OF WHEAT AND CORN FOR THE PAST TEN YEARS.

From Ports on the Atlantic Coast, with Percentages from each Port.

PORTS.	MONTREAL.	PORTLAND.	BOSTON.	NEW YORK.	PHILADELPHIA.	BALTIMORE.	NEW ORLEANS.	TOTALS.	
1880. Total Exports,	8,221,895 W. 7,065,745 C. 15,287,640	1,041,375 W. 1,329,811 C. 2,371,186	0.9 1.5 1.0	74,863,083 W. 34,646,089 C. 109,509,172	11,312,590 W. 16,579,644 C. 27,892,234	7.7 19.2 11.9	5,595,020 W. 8,855,579 C. 14,360,599	4.1 10.3 6.2	147,130,913 W. 186,356,897 C. 233,487,810
1881. Total Exports,	5,590,984 W. 3,209,968 C. 8,800,952	975,294 W. 232,989 C. 1,208,283	1.3 0.4 0.8	38,366,185 W. 27,554,077 C. 65,920,262	8,892,260 W. 6,099,434 C. 14,991,694	10.9 9.4 10.4	4,349,575 W. 7,692,259 C. 12,041,834	5.4 11.8 8.2	80,790,514 W. 64,892,198 C. 145,682,712
1882. Total Exports,	5,797,155 W. 4,122,182 C. 9,919,337	801,612 W. 11,948 C. 813,560	1.0 0.0 0.9	36,670,191 W. 22,849,520 C. 59,519,711	5,852,951 W. 808,599 C. 6,661,550	7.9 6.7 7.7	4,609,033 W. 253,790 C. 4,862,823	6.2 2.1 5.6	73,807,904 W. 12,151,189 C. 85,959,093
1883. Total Exports,	3,518,127 W. 4,122,182 C. 7,640,309	1,347,067 W. 296,670 C. 1,643,737	2.7 0.5 1.5	20,046,291 W. 22,849,520 C. 42,895,811	4,096,297 W. 5,304,943 C. 9,401,240	8.4 9.2 8.8	2,622,717 W. 9,856,041 C. 12,478,758	5.4 17.2 11.5	49,054,936 W. 57,270,240 C. 106,325,176
1884. Total Exports,	3,426,885 W. 2,036,050 C. 5,462,935	263,161 W. 1,283,600 C. 1,536,761	2.8 4.7 2.0	26,707,296 W. 9,492,200 C. 36,256,496	5,566,173 W. 1,744,252 C. 7,310,425	10.7 6.4 11.3	1,346,019 W. 3,975,626 C. 5,321,645	2.3 14.4 6.5	55,226,732 W. 27,631,221 C. 82,854,953
1885. Total Exports,	3,372,160 W. 1,945,898 C. 5,318,058	854,538 W. 458,581 C. 1,313,119	2.6 0.7 1.4	17,111,294 W. 27,214,189 C. 44,325,483	3,532,192 W. 5,929,244 C. 9,461,436	11.1 9.7 10.1	678,283 W. 7,302,910 C. 7,981,193	2.1 12.0 8.6	31,899,750 W. 60,677,927 C. 92,487,677
1886. Total Exports,	5,885,662 W. 3,910,209 C. 9,795,871	960,882 W. 411,555 C. 1,372,437	4.4 2.5 1.2	32,090,610 W. 20,996,795 C. 53,087,315	6,079,146 W. 1,857,533 C. 7,936,699	11.4 3.2 7.2	1,041,141 W. 7,896,339 C. 8,937,480	1.9 13.8 8.1	53,023,472 W. 57,121,822 C. 110,145,294
1887. Total Exports,	7,434,716 W. 1,263,108 C. 8,697,824	1,333,456 W. ... C. 1,333,456	1.6 ... 1.2	41,886,049 W. 12,306,272 C. 54,192,321	8,774,174 W. 1,996,583 C. 10,770,757	10.1 6.1 9.6	4,299,242 W. 7,301,011 C. 11,600,553	5.4 22.6 10.4	78,768,852 W. 32,296,746 C. 111,065,598
1888. Total Exports,	2,157,548 W. 2,660,093 C. 4,817,551	176,160 W. ... C. 176,160	0.8 ... 0.3	12,609,242 W. 14,236,181 C. 26,845,423	949,844 W. 859,371 C. 1,809,215	4.3 2.9 3.4	1,027,322 W. 5,055,512 C. 6,082,834	4.7 16.9 11.6	22,213,290 W. 29,798,801 C. 52,012,091
1889. Total Exports,	1,962,956 W. 6,601,989 C. 8,564,945	641,683 W. ... C. 641,683	0.0 0.9 0.7	10,784,303 W. 28,786,977 C. 39,571,280	1,110,666 W. 3,640,316 C. 4,750,922	5.6 4.7 4.9	991,184 W. 13,469,754 C. 14,460,938	5.3 17.4 14.9	19,697,950 W. 77,099,460 C. 96,797,410

PETROLEUM.

Exports during past ten years—Philadelphia, New York, Baltimore.—Percentages Shipped each Year from each of the three Ports.

PORT	1880.		1881.		1882.		1883.		1884.		1885.		1886.		1887.		1888.		1889.	
	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.
<i>Philadelphia</i>	1,084,682	18.0	2,208,193	23.2	1,674,944	18.1	1,561,730	16.6	2,323,455	24.1	2,968,119	29.8	2,933,245	28.8	3,227,442	30.3	2,657,743	26.5	3,168,745	26.5
<i>Baltimore</i>	275,644	4.6	373,950	4.0	228,056	2.4	216,192	2.3	273,485	2.8	204,292	2.1	244,783	2.02	208,031	1.9	144,039	1.4	173,210	1.47
<i>New York</i>	4,660,111	77.4	6,933,005	72.8	7,366,312	79.5	7,664,081	81.1	7,065,666	73.1	6,771,745	68.1	7,012,621	69.00	7,235,031	67.8	7,206,724	72.1	8,667,281	72.03
Total	6,020,437	100.	9,514,148	100.	9,269,312	100.	9,382,003	100.	9,662,546	100.	9,944,156	100.	10,170,649	100.	10,670,504	100.	10,008,566	100.	11,949,236	100.

NOTE.—Cases are included in above statistics, and are estimated at five to the barrel.

Value of Exports and Imports at Philadelphia for the
past Fifty Years.

YEARS.	EXPORTS.	IMPORTS.	YEARS.	EXPORTS.	IMPORTS.
1840.....	\$6,820,145	\$8,464,882	1865.....	\$12,582,162	\$5,645,755
1841.....	5,152,501	10,346,698	1866.....	17,867,716	7,331,261
1842.....	3,770,727	7,385,858	1867.....	14,442,398	14,071,765
1843.....	2,354,948	3,760,630	1868.....	15,706,445	14,218,365
1844.....	3,535,246	7,217,367	1869.....	15,872,249	16,414,535
1845.....	3,574,363	8,159,227	1870.....	16,694,478	14,952,371
1846.....	4,751,005	7,989,396	1871.....	28,688,551	20,820,374
1847.....	8,544,391	9,587,516	1872.....	20,484,803	26,824,333
1848.....	5,732,333	11,147,584	1873.....	29,683,186	29,186,925
1849.....	5,343,421	10,645,500	1874.....	29,878,911	25,004,785
1850.....	4,501,606	12,066,154	1875.....	31,836,727	24,011,014
1851.....	5,356,039	14,168,751	1876.....	59,539,450	21,000,000
1852.....	5,828,571	14,785,917	1877.....	37,823,356	20,126,032
1853.....	6,527,996	18,834,410	1878.....	48,362,116	21,048,197
1854.....	10,104,416	21,359,306	1879.....	50,685,838	27,224,549
1855.....	5,274,338	15,309,935	1880.....	46,589,584	38,933,832
1856.....	7,144,488	16,585,685	1881.....	41,162,957	29,764,278
1857.....	7,135,256	17,890,369	1882.....	34,529,459	37,666,489
1858.....	5,947,241	12,890,369	1883.....	38,662,434	32,811,045
1859.....	5,298,095	15,603,769	1884.....	36,891,605	31,990,309
1860.....	7,839,286	14,531,352	1885.....	37,281,739	33,365,242
1861.....	10,277,938	8,004,161	1886.....	33,607,386	37,997,005
1862.....	11,518,970	8,327,976	1887.....	33,813,024	39,570,687
1863.....	10,628,968	6,269,530	1888.....	28,012,879	45,020,132
1864.....	13,664,862	9,135,685	1889.....	29,183,468	50,996,802

IMPORT DUTIES.
Showing the Receipts at the Philadelphia Custom House during the past Ten Years.

MONTH.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.
January.....	\$978,399 28	\$607,159 01	\$835,474 33	\$891,129 73	\$1,006,216 94	\$907,821 13	\$1,002,923 52	\$1,288,821 25	\$1,397,497 20	\$2,184,225 00
February.....	947,827 91	778,406 37	1,040,452 08	690,451 87	1,126,276 23	922,560 75	1,092,940 42	1,501,237 51	1,805,394 89	1,794,178 72
March.....	1,326,407 17	1,115,244 20	1,310,155 33	1,072,532 24	1,243,388 17	1,360,017 06	1,279,435 96	1,659,455 38	1,640,574 68	1,951,801 20
April.....	1,436,409 26	965,776 81	1,041,322 12	1,014,174 44	1,223,773 62	1,300,550 87	1,506,688 91	1,602,487 60	1,742,871 84	2,095,809 00
May	1,492,796 67	1,104,337 57	1,388,606 05	1,013,865 86	1,256,618 43	1,298,058 78	1,391,298 23	1,694,534 89	1,598,952 99	1,927,914 69
June	1,172,035 85	1,003,618 45	1,234,594 97	1,254,794 83	1,061,102 32	1,119,386 81	1,377,163 55	1,665,441 34	1,928,528 98	1,944,026 12
July	1,254,786 63	845,467 03	1,284,109 65	1,209,548 87	1,036,349 85	1,215,685 86	1,480,134 24	1,577,351 60	1,983,676 96	2,181,249 45
August.....	1,086,013 98	946,129 03	1,280,762 70	1,112,425 22	1,002,643 64	1,119,871 74	1,573,827 86	1,751,699 08	1,931,687 42	1,977,004 77
September.....	991,763 51	878,870 67	1,108,550 89	1,059,780 50	1,217,365 96	1,316,957 75	1,665,951 81	1,412,401 69	1,922,767 85	1,623,711 76
October	819,930 93	895,489 74	963,141 88	994,171 10	894,167 13	1,191,388 99	1,234,724 87	1,323,696 66	1,892,521 89	1,656,330 68
November.....	791,458 65	717,542 93	708,253 88	746,432 38	708,681 67	1,021,186 98	1,390,680 96	1,300,667 51	1,037,677 59	1,637,011 98
December	649,805 46	644,810 92	799,389 92	775,061 92	621,547 94	1,027,703 89	1,267,331 02	1,230,390 31	1,685,531 88	1,531,877 53
Totals.....	\$12,947,699 31	\$10,502,852 73	\$12,994,813 70	\$11,834,368 96	\$12,398,131 90	\$13,801,190 61	\$16,182,101 35	\$17,948,184 82	\$20,567,684 17	\$22,405,140 90

Importations of Sugar and Molasses at the Port of
Philadelphia during the past Twenty Years.

SUGAR.

	HOGSHEADS.	BOXES.	BAGS.	TONS.
1870	71,052	30,782	35,943	52,009
1871	75,191	34,747	46,363	56,271
1872	53,731	31,485	23,873	39,484
1873	69,970	35,662	68,698	53,294
1874	57,107	8,881	32,560	38,854
1875	50,016	15,250	23,969	34,306
1876	43,292	3,976	344	26,758
1877	35,392	2,042	5,464	22,021
1878	75,334	1,673	14,488	48,025
1879	93,918	1,010	3,762	58,980
1880	79,494	653	2,058	48,096
1881	61,486	554	49,576	45,602
1882	98,700	249	65,603	70,364
1883	89,442	150	126,841	73,517
1884	124,964	.....	277,019	104,500
1885	99,825	1,210	475,551	110,508
1886	83,383	.....	742,057	112,927
1887	76,434	.....	937,229	133,397
1888	78,228	.....	1,742,718	210,107
1889	70,154	.....	2,043,976	243,700

MOLASSES.

	HOGSHEADS.	GALLONS.		HOGSHEADS.	GALLONS.
1870	90,113	11,354,238	1880	97,306	12,985,830
1871	90,332	11,359,249	1881	68,675	9,378,025
1872	117,579	14,813,780	1882	115,843	15,707,051
1873	108,840	13,777,925	1883	66,699	8,804,042
1874	81,380	10,294,570	1884	90,579	12,306,230
1875	108,467	14,097,092	1885	114,023	15,514,455
1876	90,828	12,069,201	1886	138,260	17,973,800
1877	53,839	6,931,346	1887	108,035	14,386,005
1878	72,635	9,511,610	1888	110,608	14,728,524
1879	101,615	13,204,230	1889	87,013	9,855,611

Average Weights of the Principal Articles of American Export.

	LBS.
Hogshead of Bark	2,275
“ “ Tallow	1,250
“ “ Tobacco (Maryland and Ohio)	900
“ “ “ (Kentucky and Wisconsin)	1,800
“ “ “ (Virginia, Indiana and Missouri)	1,500
Tierce “ Lard	390
“ “ Beef	520
Barrel “ Refined Petroleum	400
“ “ Crude Petroleum	390
“ “ Residuum	440
“ “ Naphtha	360
“ “ Pork	320
“ “ Flour	216
“ “ Rosin	375
Case “ Petroleum	81
Box “ Bacon	540
Bag “ Oil Cake	220
Bale “ Cotton	450
Bushel “ Wheat	60
“ “ Indian Corn	56
“ “ Rye	56
“ “ Barley	48
“ “ Oats	32
“ “ Clover Seed	60
“ “ Peas	60
Gallon “ Refined Petroleum (gallon of water, 8 lbs.)	6½
“ “ Naphtha	5¾
“ “ Crude Petroleum	6½
“ “ Residuum	7½

APPENDIX A.

Decadence Committee.

REPORT OF SUB-COMMITTEE.—SECOND REPORT.

To the Committees on Foreign and Coastwise Commerce, of the Board of Trade; on Transportation of the Commercial Exchange; on Commerce of the Maritime Exchange:

GENTLEMEN: On March 14, 1889, your sub-Committee, appointed for the purpose of investigating the causes of the decadence of the commerce of the Port of Philadelphia, made a preliminary report giving statements of the foreign commerce of the port, and of the movements of transient steamships, showing that during the previous twelve years there had been a steady decline in foreign exports, a steady increase in foreign imports, a decline in the number of transient steamships arriving at this port, and that a very large percentage of these transient steamships arriving with inward cargoes had been compelled to leave Philadelphia in ballast to load outward cargoes at competitive ports.

The grain export trade of Philadelphia, in 1888, was reduced 1,809,215 bushels, or only 3.4 per cent. of the whole grain export of the seven leading ports on the Atlantic seaboard.

The export of petroleum *via* Philadelphia, in 1888, was 2,657,743 barrels, or 26.5 per cent. of the whole export; a decline compared with 1887, when it reached its highest point, 3,227,442 barrels, 30.3 per cent. of the total export. The remainder of this essentially Pennsylvania product exported, was almost exclusively refined at and exported through New York.

Your sub-Committee, with these statistics before it, giving direct evidence of the decline of the foreign export movement from the Port of Philadelphia, has since been diligently working in pursuance of your instructions "to communicate with the individuals and corporations in this city most directly interested in and acquainted with each branch of the subject to be investigated," so as to learn the reasons for this decline in commerce, and "the remedy to correct or overcome them." The sub-Committee, in making these examinations, has steadily obeyed your instructions, the subject being "approached and conducted in a broad and disinterested spirit without any personal bias to serve or prejudice to gratify."

Your sub-Committee has held numerous meetings, and received the testimony, both oral and written, of representative business men in trade transportation, and also of gentlemen interested in the management of our leading railways and steamship lines. The Committee sought for the underlying conditions that brought about the alarming discriminations against Philadelphia, as an export shipping port, and feels that it is warranted in the statement that the development of some of the causes has led to the application of remedies so that recently the conditions governing the export trade of Philadelphia, at least for the time being, have materially changed.

Much of the attention of your sub-Committee has thus far been devoted to the grain and petroleum export trades which, at the time, were subjects of leading interest. From the testimony it would appear that Western buyers of grain, representing Philadelphia receivers, from causes not apparent, were unable, on account of conditions then affecting foreign trade *via* Philadelphia, to offer as high prices, (by sometimes several cents per bushel,) for grain in western markets as were simultaneously offered under similar conditions by buyers in the interest of grain receivers at rival ports, particularly at Baltimore. Notwithstanding these higher prices paid by Baltimore buyers in the West, their exporters also paid equal or better ocean freight rates, and sold their grain cargoes delivered in European markets at sixpence to ninepence less per quarter than was possible from Philadelphia. The grain business, on account of its magnitude and character forming the basis of a large portion of our foreign commerce, naturally attracted the most attention. At the same time, the sub-Committee is not neglecting the consideration of other branches of foreign trade.

In the latter part of 1889 information was presented to your sub-Committee, showing conclusively that allowances were made upon export and import traffic *via* Baltimore, having a tendency to largely divert to that city, trade which would otherwise naturally have sought shipment *via* Philadelphia. Out of this came a discrimination which your sub-Committee believes to have been a material factor in diverting the export trade from Philadelphia, and producing the decadence of the commerce of this Port. Towards the close of the year, your sub-Committee having become convinced that allowances were made by the Pennsylvania Railroad on traffic *via* Baltimore, but at the same time desiring to give that company the fullest opportunity to make such explanations as it might deem proper, determined to address President George B. Roberts upon the subject. It should be mentioned in this connection that throughout 1889 repeated efforts had been made, but without success, to secure testimony from President Roberts and other Pennsylvania Railroad officials on the general subject of the decadence of our Commerce.

In the meantime the export trade *via* Philadelphia coming over other railway lines than the Pennsylvania Railroad, had begun to largely increase, so that the volume of that traffic passing through this port in November and December, 1889, was much larger than it had been for some time previously.

Your sub-Committee, as above stated, opened correspondence with President Roberts in December last, and during the next few weeks several letters were exchanged with him, but we regret to say that the correspondence, which ceased in February last, does not include any satisfactory explanation by the Pennsylvania Railroad Company. After the correspondence ceased, information was formally conveyed to your sub-Committee, through a channel evidently authorized to speak for the Pennsylvania Railroad Company, giving assurances that discriminations against Philadelphia and in favor of Baltimore, had not only been discontinued, but that the present equitable condition of affairs should be absolutely maintained for the future. In confirmation of this (almost coincident with the opening of the above correspondence), the policy of the Pennsylvania Railroad in reference to the traffic *via* Philadelphia appears to have been modified; for after the beginning of the year 1890 the foreign export trade, *via* this port, brought here over the Pennsylvania Railroad lines showed a large increase in the movement of grain and other merchandise, and your sub-Committee has reason to believe that the various elements going to make up the cost of transportation for foreign exports through Philadelphia, were placed after that date upon a basis permitting successful competition with Baltimore. Thus the aspect of the foreign export trade of Philadelphia has changed since the 1st of November, 1889, and your sub-Committee submits further statistics to show the increase, not only in the exports of grain, but also in the movements of transient steamers at this port.

For the year 1890 down to April 12th, there have been 9,444,936 bushels of grain exported from Philadelphia to foreign ports, as compared with 1,809,215 bushels in the whole year of 1888, and 4,750,922 bushels in the whole of 1889, much of the latter being shipped during the last two months of the year.

Down to April 10, 1890, 128 transient steamers arrived at Philadelphia, of which 20 came in ballast in the last two months, which is an entire change compared with the previous condition; for in 1888 sixty per cent., and in 1889 sixty-five per cent. of the transient steamers that came with inward cargoes to Philadelphia *left this port in ballast*, to load outward cargoes elsewhere.

Your sub-Committee would state that in the consideration of the foregoing subjects it has not lost sight of the existing railroad differential in favor of Baltimore, but this was in no sense sufficient to account for the

diversion of trade from Philadelphia. The large and increasing import business at Philadelphia brings shipping here. And the fact that many vessels have recently arrived here in ballast to load outward cargoes, also shows that with fair treatment by the railroads Philadelphia can secure her just share of the export trade.

In some of the testimony before the sub-Committee, stress was put on the discrimination by railroad companies in favor of a few houses as an important cause of the Decadence of our commerce, particularly in grain and petroleum, and while no specific charges were made claiming special investigation at the hands of the Committee, enough was shown to indicate that in the past, such discrimination had existed, and operated unfavorably to the growth of the business of the port.

It is the opinion of your sub-Committee that uniform rates of freight and facilities should be given all merchants to promote those healthy trade conditions necessary to place Philadelphia permanently in the front rank of commercial cities.

During the sub-Committee's investigations, several grain exporters alleged that the Agents of the then existing European Steamship Lines, who were also engaged in the export of grain, were not fairly allotting grain-room in their steamships, and that this favoritism was discouraging to Philadelphia grain exporters. Specific complaints were thoroughly examined, and after impartial investigation your sub-Committee found that the charges were not sustained; but while exonerating the Steamship Agents, it nevertheless feels that if the grain exporters even imagine that they cannot depend on scrupulously fair treatment in their business relations with the Steamship Agents, the conditions may be justly considered such as must militate against the fullest and most healthy growth of the grain export business *via* berth steamers. Even in this view of the case, however, your sub-Committee, bearing in mind the disastrous falling off in the volume of grain export from this port during recent years, is not prepared at this time to condemn business arrangements whereby steamship agents are equipped to protect their lines.

Should the present favorable attitude of our railroads towards Philadelphia as an exporting port be maintained, and a just proportion of the nation's products be thus assured Philadelphia for shipment, such additional facilities will naturally be provided as will warrant the establishment of more steamship lines between this and foreign ports. The grain exporters would then be in position, through ample competitive services, to be assured of fair treatment, and the steamship companies would find under the new conditions, that no business reasons existed for entrusting their agencies to houses who were steamship agents, and at the same time grain export merchants competing for the freight room in the steamers of their own lines.

Petroleum.—While unprepared at this time to report fully upon the subject of export *via* and refining of petroleum at Philadelphia, your sub-Committee regards the position of this article in the Commerce of Pennsylvania as of great importance, and demanding prompt and comprehensive treatment at the hands of our merchants. The extraordinary reduction in the amount of petroleum exported from Philadelphia in 1890 follows closely upon the absorption by the Standard Oil Company of its most important rivals in refineries and pipe lines. The large refinery of the Chester Oil Company at Thurlow, on the river Delaware, has been dismantled, and already the same course is being pursued at the works of the Globe Refinery at Philadelphia, recently understood to have been purchased by the Standard Oil Company.

Sugar.—There has been a still further and gratifying increase shown in the importation of sugar at this port. Down to April 5, 1890, 102,000 tons of sugar had been imported, compared with 75,000 tons for the corresponding period of 1889.

Railroad Facilities.—The sub-Committee feels justified, although reluctantly, in recording the very prevalent sentiment in the community that the Baltimore & Ohio Railroad so far has failed to extend to the mercantile interests of Philadelphia those additional facilities and advantages which it promised to afford upon condition of its securing reasonable and proper entry to the City, and upon which the active efforts in its behalf were made by our business organizations. While appreciating the difficulties under which this railroad has labored, the hope is confidently entertained that this condition of affairs will soon be changed.

Your sub-Committee is gratified to be able to report that the Philadelphia & Reading Railroad has shown a disposition to increase its merchandise terminals at this port, and has also adopted a more energetic policy in the direction of developing general traffic *via* Philadelphia. While it has thus made a good beginning, the Reading Railroad still has the opportunity to greatly extend its efforts by developing its ample but not yet fully improved terminals.

The Pennsylvania Railroad is also to be congratulated upon the renewed evidence of its far-sighted policy in acquiring large additions to its already great terminal facilities, and it is earnestly hoped that this action may be regarded as guaranteeing the determination of this Company to encourage and foster by all legitimate methods, through the medium of its unsurpassed systems of Railroads, the commerce of our city and State.

It was through the medium offered by the Lehigh Valley Railroad that the recently improved position of the grain trade of Philadelphia received its first impetus. It is noted with pleasure that recent purchases of wharf

property have been made by this company, thereby confirming the belief held that the Lehigh Valley Railroad is also to become an active competitor for the traffic *via* Philadelphia.

Your sub-Committee, in concluding this report, expresses its earnest opinion that, while the improvement of our commerce has been marked, yet efforts should not cease to encourage competition by additional railroads and steamship lines at this port—competition of a character not only insuring moderate charges, but also what is equally important, ample facilities for the permanent encouragement of all kinds of general traffic.

Your sub-Committee will continue the investigation of the various subjects in its charge, reporting the progress made from time to time, and appends reports showing our grain exports and tonnage movements.

WILLIAM BROCKIE,
ANDREW WHEELER,
WILSON WELSH,
L. K. PASSMORE,
ALEX. C. FERGUSON,

Committee.

W. R. TUCKER,
Secretary.

PHILADELPHIA, April 18, 1890.

Grain Export Statement.

(Figures furnished by John O. Foering, Chief Grain Inspector, Philadelphia.)

Number of Bushels of Grain Inspected for Shipment at Philadelphia for the Period extending from January 1st to April 12th, inclusive, during the following years:

1878	7,747,656 Bushels.	1885	3,825,735 Bushels.
1879	7,417,471 "	1886	1,444,924 "
1880	6,644,541 "	1887	3,569,594 "
1881	5,372,807 "	1888	530,591 "
1882	1,061,623 "	1889	1,494,344 "
1883	3,630,963 "	1890	9,444,936 "
1884	1,608,430 "		

PHILADELPHIA, April 14, 1890.

Tonnage Statement.

(Philadelphia, April 15th, 1890.)

(Excluding Tank Petroleum Steamers.)

Showing Outward Business entered upon by Transient Steamships which arrived at Philadelphia during the undermentioned years.

	NUMBER OF STEAMERS.				
	1886.	1887.	1888.	1889.	1890 to April 10.
Sailed for Baltimore in Ballast	80	47	36	62	8
Sailed for other Ports, Cotton, Phosphate, &c., in Ballast	126	140	82	103	18
Total leaving Philadelphia in Ballast .	206	187	118	165	26
Sailed for Baltimore with part Cargo .	21	15	27	40	9
Sailed for Cuba and West Indies, &c. part Cargo and Ballast	14	1	9	8	
Loaded at Philadelphia, Grain and General Cargo	68	91	3	19	91
Loaded at Philadelphia, Oil Cargoes .	13	17	38	23	2
	322	311	195	255	128

PERCENTAGE SUMMARY.

	1886.	1887.	1888.	1889.	1890 to April 10.
	PER CENT.	PER CENT.	PER CENT.	PER CENT.	PER CENT.
Left Philadelphia in Ballast	64	60	60	65	20
Loaded Full Cargoes at Philadelphia .	25	34	21	16	73
Left Philadelphia with part Cargoes, or to West Indies in Ballast or with part Cargo	11	6	19	19	7
	100	100	100	100	100

APPENDIX B.

International American Congress.

Letter from the Secretary of State.

DEPARTMENT OF STATE.

Washington, June 17, 1889.

SECRETARY MARITIME EXCHANGE,

Philadelphia, Pa.

SIR:—In anticipation of the meeting of the International American Congress in this city, on October 2nd, 1889, the Secretary of State begs to enclose herewith a copy of the act indicating what will be the subjects of discussion.

As the object of meeting is simply the discussion of certain large and important commercial and industrial questions which are of direct interest to this country in its relations with the other powers of the North and South American continents, the Secretary naturally desires all the information and suggestion which he could derive from the boards and chambers which represent so fully the interests under consideration.

He will, therefore, be glad to receive from your distinguished body, either officially or by such individual members as it may select, such suggestions as may occur upon consideration of the subjects referred to.

Any communication in reply will be addressed to the Secretary of State, indorsed "International American Congress."

I have the honor to be, sir,

Very respectfully,

(Signed),

JAMES G. BLAINE.

Secretary of State.

Joint Reply of Maritime Exchange and Other Commercial Bodies.

THE HONORABLE,

Philadelphia, October 1, 1889.

THE SECRETARY OF STATE,

Washington, D. C.

In compliance with a request made by the Secretary of State, that the Commercial Bodies of Philadelphia should offer suggestions respecting the subjects proposed for consideration by the International American Congress, to be held in Washington in October of the present year, the undersigned present the following:

1. Any arrangement for the peaceful arbitration of disputes and differences between the American States, should provide for the exclusion of Europeans and European influences where matters purely American are involved.

2. Much of the disability under which commerce between the States of North America and South America labors, and has labored, is due to the absence of facilities for direct intercourse. It is, therefore, a fundamental condition of the success of any scheme for removing such disability, that lines of American steamers, wholly under American control, shall be established; and as this is impracticable through the instrumentality of unaided private effort, a policy of liberal bounties or subsidies to such lines is recommended to our own and other interested Governments. We further express the opinion that the establishment of direct telegraphic communication with the countries to the south of us, both on the Atlantic and Pacific coasts, would do much to facilitate commercial intercourse, and maintain friendly relations.

3. As we now admit free of duty about seven-eighths of all the material imported to the United States from the Latin-American States; and, as despite this fact, the Latin-American States buy more liberally from Europeans than from us, it is clear that our custom duties laid upon South American products are not an obstruction to trade in that direction. We are, therefore, opposed to the enlargement of our free list in such a manner as to bring South American raw materials into greater competition with raw materials produced in this country.

4. Commercial union, or commercial reciprocity, which would involve surrender by our Government of absolute control of its fiscal laws or policy, would, in our opinion, be impolitic, if not impracticable. We do, however, urge the nearest possible approach to uniform schemes of port dues and charges, and of classification and valuation of merchandise, of invoices, and sanitation and quarantine, as are likely to be helpful to commerce.

5. The adoption of a common silver coin, to be a legal tender in all commercial transactions between the American States, seems to us of doubtful expediency. It would appear to involve surrender of our present control of the emission of silver coinage for our uses, and to be likely to open up a market in this country for silver produced by, and imported into the Latin-American countries. The Congress, however, might properly be invited to recommend to all the latter countries acceptance of and firm adherence to bi-metallism. The existing difficulties for the ready adjustment of accounts with Southern American countries are in some measure due to the scarcity of American banks in that quarter. The establishment of means of direct and swift communication between Southern American and North American ports, would probably at once give to American commerce banking facilities independent of those supplied from European sources, and operated in European interests.

6. Our system of weights and measures is to be preferred for adoption in commercial transactions between the States, because it is used now by the greatest commercial nations, and by the most widely diffused of all races. But, if the Latin-American nations will not consent to accept it, the second choice should be the French metric system, because it is ready for use, because it is decimal, and because it is familiarly known to multitudes of people in this and the Southern American countries. In the event of the adoption of our system by the Congress, the hundredweight should be reduced to our one hundred pounds, and the ton to two thousand pounds.

7. Our patent laws being the most liberal in existence, should be pressed for adoption upon the other countries. Copyright should be based solely upon the purpose to protect the rights of foreign authors, and not to withdraw protection from the domestic publishing industries. The extradition of criminals for other than political offences should be arranged in such manner as to secure the swift infliction of justice.

APPENDIX C.

International Marine Conference.

PROGRAMME OF SUBJECTS TO BE CONSIDERED AT THE MARINE
CONFERENCE TO BE HELD IN WASHINGTON
OCTOBER 16TH, 1889.

General Division 1.

Marine signals or other means of plainly indicating the direction in which vessels are moving in fog, mist, falling snow, and thick weather and at night.

Rules for the Prevention of Collisions, and Rules of the Road.

1. Visibility, number and position of lights to be carried by vessel.—
(a) Steamers under way? (b) Steamers towing? (c) Vessels under way, but not under command, including steamers laying cable? (d) Sailing vessels under way? (e) Sailing vessels towing? (f) Vessels at anchor? (g) Pilot vessels? (h) Fishing vessels?
2. Sound signals; their character, number, range, and position of instruments.—(a) For use in fog, mist, falling snow and thick weather, as position signals: For steamers under way? For steamers towing? For sailing vessels under way? For sailing vessels towing? For vessels at anchor? For vessels under way but not under command? (b) For use in all weathers as helm signals only: For steamers meeting or crossing? For steamers overtaking? For steamers backing? (c) Whether helm signals shall be made compulsory or remain optional?
3. Steering rules.—(a) Sailing vessels meeting, crossing, overtaking or being overtaken by each other? (b) Steamers meeting, crossing, overtaking or being overtaken by each other? (c) Sailing vessels meeting, crossing, overtaking, or being overtaken by steamers? (d) Steamers meeting, crossing, overtaking or being overtaken by sailing vessels? (e) Special rules for channels and tide ways, where no local rules exist? (f) Conflict of international and local rules? (g) Uniform system of commands to the helm? (h) Speed of vessels in thick weather?

General Division 2.*Regulations to determine the Seaworthiness of Vessels.*

- (a) Construction of vessels? (b) Equipment of vessels? (c) Discipline of crew? (d) Sufficiency of crew? (e) Inspection of vessels? (f) Uniform certificates of inspection?

General Division 3.*Draft to which Vessels should be restricted when Loaded.*

Uniform maximum load-mark?

General Division 4.*Uniform Regulations regarding the Designating and Marking of Vessels.*

- (a) Position of name on vessel? (b) Position of name of port of registry of vessels? (c) Size of lettering? (d) Uniform system of draft marks?

General Division 5.*Saving of Life and Property from Shipwreck.*

1. Saving of life and property from shipwreck at sea.—(a) Duties of vessels after collisions? (b) Apparatus for life-saving to be carried on board ship (life-boats, life-preservers, life-rafts, pumps and fire extinguishing apparatus)? (c) Use of oil and necessary apparatus for its use? (d) Uniform inspections as to (b) and (c)?

2. Saving of life and property from shipwreck by operations from shore.—(a) Organization of and methods employed by life-saving institutions? (b) The employment of drilled and disciplined crews at life-saving stations? (c) The maintenance of a patrol upon dangerous coasts by night and, during thick weather, by day, for warning off vessels standing into danger, and for the early discovery of wreck? (d) Uniform means of transmitting information between stranded vessels and the shore? (e) Life-boats, life-saving apparatus and appliances?

3. Official inquiries into causes and circumstances of shipwrecks and casualties?

General Division 6.*Necessary Qualifications for Officers and Seamen, including Tests for Sight and Color Blindness.*

- (a) A uniform system of examinations for the different grades? (b) Uniform tests for visual power and color blindness? (c) General knowledge of methods employed at life-saving stations? (d) Uniform certification of qualification?

General Division 7.*Lanes for Steamer Routes.*

(a) With regard to the avoidance of steamer collisions? (b) With regard to the safety of fishermen?

General Division 8.*Night Signals for Communicating Information at Sea.*

(a) A code to be used in connection with the International Code Signal Book? (b) Or a supplementary code of limited scope, to convey information of special importance to passing vessels? (c) Distress signals.

General Division 9.*Warnings of Approaching Storms.*

(a) Transmission of warnings? (b) Uniformity of signals employed?

General Division 10.*Reporting, Marking and Removing Dangerous Wrecks or Obstructions to Navigation.*

(a) A uniform method of reporting and marking dangerous wrecks? (b) The division of labor, cost and responsibility among the several maritime nations, either by geographical apportionment or otherwise? Of the removal of dangerous derelicts? And of searching for doubtful dangers, with a view of removing them from the charts?

General Division 11.*Notices of Dangers to Navigation; Notices of Changes of Lights, Buoys and other Day and Night Marks.*

(a) A uniform method of taking bearings, of designating them (whether true or magnetic) and of reporting them? (b) A uniform method of reporting, indicating and exchanging information by the several maritime nations to include the form of Notices to Mariners? (c) A uniform method of distributing this information?

General Division 12.*Uniform System of Buoys and Beacons.*

(a) Uniformity in the color of buoys? (b) Uniformity in the numbering of buoys?

General Division 13.

The Establishment of a Permanent International Maritime Commission.

(a) The composition of the commission? (b) Its powers and authority?

All of which is respectfully submitted:

S. R. FRANKLIN,
Rear-Admiral U. S. Navy.
W. T. SAMPSON,
Commander U. S. Navy.
S. I. KIMBALL,
Gen. Sup't. Life Saving Service.
JAMES W. NORCROSS,
Master Merchant Marine.
JOHN W. SHACKFORD,
Master Merchant Marine.
WILLIAM W. GOODRICH,
Counsellor-at-Law.

The following reply was made by the Exchange:

Philadelphia, October 1, 1889.

REAR ADMIRAL S. R. FRANKLIN, U. S. N.,
CHAIRMAN INTERNATIONAL MARINE CONFERENCE,
Washington, D. C.

Referring to the meeting of the International Marine Conference to be held in Washington October 16, 1889, and to the published programme of the subjects to be discussed at that time, we deem it not inappropriate to offer for consideration the following general suggestions, which may be considered to be the sense of the collective maritime interests of the membership of this Exchange, but from a commercial rather than a technical standpoint, and with entire confidence that the specific details in each instance can be safely left to the wisdom of the Conference:

Lights upon Vessels.—Make compulsory and uniform, some system of lights, simple, readily understood and easily executed, to indicate the course a vessel is steering more definitely than is done by the present system.

Make the lights of sailing vessels and steamers of equal strength; and subject all of them to a yearly government inspection.

Where a steamer uses electric lights, all of her signal lights should be electric, because the glare of an arc light will, at times, render an adjacent oil light invisible.

Sound Signals.—Compel all steamers to use whistles of specified power, the high steam pressure in general use making a powerful signal possible.

The signal code should be simple, not elaborate, and always definite; such words as "several" (in the present law) should be excluded.

An alarm gun, or bomb, should be fired when a vessel approaches from a quarter where it is improbable that a whistle can be heard.

Rules of the Road.—Those in present use are deemed adequate, if strictly enforced.

Safety of Life.—Uniform international regulations requiring specified boat capacity, sufficiency of crew, life-saving and fire appliances. Compel all vessels to carry oil, and some apparatus for distributing same upon the surface of the sea for purpose of making a safe lee, to aid in saving life and property during storms. Innumerable experiments have so conclusively demonstrated the quieting effect of oil upon waves, that it should form a portion of the equipment of every vessel, especially as the expense involved is trifling.

Compel all vessels to carry guns or rockets for sending life-lines ashore or to other vessels.

Recommend life-saving stations at prescribed distances along all coasts, to be maintained by the respective governments, and throughout the entire year.

Recommend a government reward for lives saved from wrecked vessels by other vessels. Saving lives usually involves as much risk as saving property, and there is always a reward in the latter case. It frequently happens that a captain must choose between an opportunity to save life and an opportunity to save property, and the humanitarian instincts of the people at large cannot be satisfied to leave such a choice to an individual whose pecuniary interests are all with the property.

Competency of Officers.—Suggest an international law requiring a certificate of competency for the captains and first officers of all steam and sailing vessels.

Tracks or Lanes.—Adopt lanes for steamers on frequented routes, which shall be fifty miles apart in mid-ocean, and which shall avoid known fishing grounds, especially the banks of Newfoundland.

Pilot Houses.—Recommend pilot houses on steamships, instead of the unprotected bridges, and that pilots in rivers, sounds, and bays should be required to stand in centre of pilot house.

Obstructions to Navigation.—Recommend that a prescribed geographical limit shall be assigned to each nation, within which reporting, marking, and removing dangerous obstructions shall be their duty. Also, that a reward shall be payable by said government when such services are performed by vessels not in government employ.

Buoys and Beacons.—Recommend the adoption of a uniform system of colors and numbering, to enable captains in strange waters to distinguish the channels.

Notices of Obstructions to Navigation.—Suggest the adoption of the system in use by the Hydrographic Offices of the United States, which have been found to work satisfactorily.

Causes of Disaster.—Recommend a Consular inquiry, similar to that of the British government, into the causes and circumstances of marine casualties.

Permanent International Maritime Commission.—Suggest the establishment of a permanent International Maritime Commission.

Respectfully submitted,

EDW. R. SHARWOOD,
Secretary.

WM. BROCKIE,
President.

APPENDIX D.

National Harbor of Refuge.

Report of United States Engineers.

IN THE SENATE OF THE UNITED STATES.

MARCH 27, 1890.—Presented by Mr. GORMAN, and ordered to be Printed.

Letter of the Secretary of War transmitting Papers relating to S. Res. No. 62, "Authorizing the President of the United States to appoint a Commission to examine and report on a national harbor of refuge near the mouth of the Delaware Bay suitable for deep-draught vessels."

WAR DEPARTMENT,
Washington, March 25, 1890.

SIR:—I return herewith S. R. 62, "authorizing the President of the United States to appoint a commission to examine and report on a national harbor of refuge near the mouth of the Delaware Bay, suitable for deep-draught vessels," referred to this department on the 7th instant, and invite your attention to the inclosed report of the Chief of Engineers, dated the 24th instant, with the accompanying copy of the report of the engineer officer in charge of the Delaware Breakwater, dated the 20th instant, which express the views of the Department.

Very respectfully,

REDFIELD PROCTOR,

Secretary of War.

Hon. W. P. FRYE,

Chairman Committee on Commerce, United States Senate.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,

Washington, D. C., March 24, 1890.

SIR:—I have the honor to acknowledge reference to this office of letter of the 7th instant from the Committee on Commerce of the United States Senate, inclosing for War Department views thereon, S. R. 62, Fifty-first Congress, first session, "joint resolution authorizing the President of the United States to appoint a commission to examine and report on a national harbor of refuge near the mouth of Delaware Bay suitable for deep-draught vessels."

The papers were referred to Major Charles W. Raymond, Corps of Engineers, in charge of Delaware Breakwater, and a copy of that officer's report, dated March 20th, is submitted herewith.

I concur in the views expressed by Major Raymond.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,
Brigadier-General, Chief of Engineers.

Hon. REDFIELD PROCTOR,
Secretary of War.

UNITED STATES ENGINEER OFFICE,
1428 Arch Street, Philadelphia, Pa., March 28, 1890.

GENERAL:—In compliance with instructions contained in your indorsement of the 10th instant, I have the honor to return herewith the letter of the Committee on Commerce of the United States Senate dated March 7, 1890, referring for suggestions Senate Resolution No. 62, Fifty-first Congress, first session, authorizing the President of the United States to appoint a commission to examine and report on a national harbor of refuge near the mouth of Delaware Bay suitable for deep-draught vessels, and to submit the following report with reference thereto:

The existing harbor of refuge on the southwest side of the entrance to Delaware Bay has been, for many years, of great service in the protection of vessels navigating this part of the coast, but its inadequacy for the accommodation of the commerce seeking shelter, as regards both area and depth, has long been recognized. Owing to the increase in the draught of

vessels employed in commerce, and the progressing decrease in the depth and area of the anchorage due to shoaling, the value of the harbor is rapidly diminishing. At the present time it is practically useless for vessels drawing more than fourteen feet, except in an area very limited in extent and difficult of access, and thus it can accommodate only a small portion of the commerce it was designed to protect.

The harbor is formed by two detached breakwaters, and the adopted project for its improvement contemplates the closing of the interval between them. This work has been partly carried out, and when completed it will, without doubt, add greatly to the value of the harbor for the protection of vessels of small draught. The closing of the gap will have a tendency to produce scour and check the rate of deterioration, and it can hardly be expected to deepen the harbor or absolutely prevent a further loss of depth, since it appears to be established that the principal movement of material is from the southwest, in rear of the breakwater.

Under these circumstances the establishment of a national harbor of refuge near the mouth of Delaware Bay, suitable for vessels of all classes, and so located as to furnish protection not only for the commerce of the bay and river but also for all vessels navigating the ocean along this part of the coast, is highly desirable, and the project is well worthy of the investigation contemplated by the resolution.

I have consulted with pilots of Delaware Bay and others fully conversant with the needs of navigation in this vicinity, and, so far as I have been able to ascertain, there is but one opinion as regards the location of the breakwater required for the establishment of such a harbor. This is the site proposed by the late Lieutenant-Colonel J. D. Kurtz, Corps of Engineers, in his report of February 12, 1874 (see report of the Chief of Engineers for 1874, part 2, page 146), upon the southern end of the shoal called the "Sheers," situated about two and a half miles north of the existing breakwater. Other projects which have been proposed from time to time, such as the extension of the existing harbor or the construction of a harbor on the western shore of Cape May, whatever may be their local value for vessels of small draught, cannot be considered in this connection on account of their lack of depth or inaccessibility. After a personal examination of the existing harbor and a careful study of the chart of Delaware Bay, I am of the opinion that there is no other location where a deep-water harbor of refuge can be established which will be satisfactory to practical navigators and of sufficient benefit to commerce to justify the expense of its construction.

The creation of a mixed commission, such as is provided for in the resolution, seems unnecessary to decide the question of location. The problem appears to be purely an engineering one. The organization of a

Board of Engineers, under the authority of the Secretary of War, for the consideration of this subject, seems to be all that is required.

Should these views receive your approval, I respectfully suggest the recommendation of the following amendments to the resolution :

Page 1. Title. Strike out the words " President of the United States," and insert in lieu thereof the words " Secretary of War." Strike out the word " commission," and insert in lieu thereof the words " Board of three engineers."

Line 3. Strike out the words " President of the United States," and insert in lieu thereof the words " Secretary of War."

Line 4. Strike out the word " commission," and insert in lieu thereof the word " Board." Strike out the word " two," and insert in lieu thereof the word " three."

Lines 5 and 6. Strike out the words " and one officer of the United States navy."

Very respectfully, your obedient servant,

C. W. RAYMOND,
Major of Engineers, U. S. Army.

The CHIEF OF ENGINEERS,
U. S. Army, Washington, D. C.

APPENDIX E.

Light-ships Adrift.

Preamble and Resolution Forwarded to the Secretary of the Treasury :

WHEREAS, During the late destructive storm which raged on the Atlantic coast, between September 3d and September 15th, 1889, it was discovered that the danger to life and property was greatly increased by the following circumstances :

1st. That the two Light-vessels stationed on the Five-fathom Bank, off the Capes of the Delaware, known respectively as the "Northeast End Light-vessel" and the "Five-fathom Bank Light-vessel," went adrift as they have done before, either on account of the insufficiency of their ground tackle, or on account of the inefficient use of the same.

2d. That the two Light-vessels, after being driven from their respective stations, were not returned, or replaced by substitutes, in the case of the "Northeast End Light-vessel" for six days and of the "Five-fathom Bank Light-vessel" for eighteen days, so that during six days there was an entire absence, and during eighteen days a partial absence of any indication of the locality of this dangerous shoal.

3d. That the Relief Vessel sent as a substitute for the "Northeast End Light-vessel" having similar day-marks to the "Five-fathom Bank Light-vessel," viz. : two cages, was mistaken by several vessels for the "Five-fathom Bank Light-vessel," thereby misleading them as to the locality of the shoal, and needlessly exposing, with the lives and cargo on board, to great danger.

4th. That the "Five-fathom Bank Light-vessel," after she had drifted a great distance from her station, kept up her day-marks, whereby several vessels supposing that she was on her station, mistook the situation of the

Five-fathom Bank, which is apparently due to the incomplete system of day-marks, not covering the cases of the Light-vessels being driven from their stations.

5th. That the permanent buoys at the station of the "Northeast End Light-vessel," and the "Five-fathom Bank Light-vessel," being very small, and having no marks upon them, are not easily discernable, and leave the Five-fathom Bank practically without any indications of its locality in the absence of the Light-vessels; therefore, be it

Resolved, That the Honorable, the Secretary of the Treasury, be respectfully requested to inquire what this important commercial position needs for the proper and additional protection of commerce, and when ascertained, to supply the same, and to inquire into the character and efficiency of the officers and crews engaged on these said Light-vessels, and whether there is any reasonable ground for assuming that these Light-vessels cannot be as securely moored as Light-vessels are at other places, and in other countries, where they are exposed to gales of at least equal severity, and where it is almost unheard of for them to break adrift.

Letter from Secretary of the Treasury.

TREASURY DEPARTMENT.

Washington, January 16, 1889.

MR. EDWARD R. SHARWOOD,
Secretary Philadelphia Maritime Exchange,
Philadelphia, Pa.

DEAR SIR: Your letter of the 11th instant, enclosing a copy of the resolutions adopted by the Board of Directors of the PHILADELPHIA MARITIME EXCHANGE on September 30th in regard to the drifting of certain light-vessels stationed off the capes of the Delaware, was duly received, and has had the attention of the Light-house Board. I enclose herewith, for the information of the Exchange, a copy of the report of the Board, giving in detail, the facts and circumstances connected with the misplacement of the vessels in question.

Very respectfully yours,

(Signed), W. WINDOM.

Copy of Report from Light-House Board to Secretary of the
Treasury.

TREASURY DEPARTMENT,
Office of the Light-house Board,
Washington, Oct. 11, 1889.

THE HONORABLE THE SECRETARY OF THE TREASURY.

SIR: The Board has the honor to acknowledge the receipt of the Department's letter of October 4, 1889, transmitting a letter from the PHILADELPHIA MARITIME EXCHANGE enclosing a resolution in regard to the system of aids to navigation at the entrance to Delaware Bay, and suggested improvements to the same, and in accordance with the Department's instructions reports as follows:

Preamble First.—"That the two light-vessels stationed on the Five-fathom Bank, off the Capes of Delaware, known respectively as the North-east End light-vessel, and the Five-fathom Bank light-vessel, went adrift, as they have done before, either on account of the insufficiency of their ground tackle, or on account of the inefficient use of the same."

The above mentioned light-vessels did go adrift from their proper stations marking the approach to the Five-fathom Bank shoals, during the late destructive storm which raged on the Atlantic Coast between the 3d and 15th of September, 1889.

There is no record in this office of the light-vessel marking the Northeast End of Five-fathom Bank ever having been adrift before through bad weather.

In this instance it was the Relief light-ship, No. 24, which had been temporarily moored in the place of the regular light-vessel, No. 44, which was undergoing necessary repairs at the time. The Relief light-vessel No. 24, is a small craft, and during the destructive storm referred to, the assistant keeper in charge was obliged to slip his moorings to save the vessel from foundering, with consequent loss of life. The vessel had been laboring hard, starting the riding hawser-pipe, and flooding the decks below. She is now hogged and useless for further service for any outside work. The Board is of the opinion that had the moorings not been slipped, and the vessel not relieved from the great strain upon her, she would have foundered, perhaps with the loss of all hands.

The ground tackle of No. 24 proved to be sufficient to hold the ship, and the Board cannot find that the officers and crew were in the least inefficient in the use of the same. On the contrary, it is believed, that they were all that men could be.

Five-fathom Bank light-vessel No. 40 parted her moorings (1 $\frac{7}{8}$ -inch chain), losing 60 fathoms and a mush-room anchor, through a defective

link, and drifted to the southward, dragging about forty-five fathoms of chain, bringing up about six miles northeast by north of Fenwick's Island Light-ship.

In this case it is evident that the ground-tackle was defective and did not retain the vessel on her station; but it does not appear that there was inefficient use of the same.

The vessel was moored with a long scope of chain, about 105 fathoms. She has been adrift from the station four times since she was first located, three of which have occurred since February last, and on each occasion through defective links in her mooring chain, a matter which is likely to occur with the best chain made.

In this connection the board has to say that the specifications for light-vessel chains are of the most rigid character, so much so that there are but two or three firms which are able to produce the quality required. No chain made in this country is superior to that which the Light-house Board now purchases.

Preamble Second.—"That the two light-vessels, after being driven from their respective stations, were not returned or replaced by substitute in the case of the Northeast End Light-vessel, for six days, and of the Five-fathom Bank light-vessel, for eighteen days, so that during six days there was an entire absence and during eighteen days a partial absence of any indication of the dangerous shoal."

The vessels referred to in the above preamble, were off their stations for the periods of time mentioned. Northeast End Light-vessel, No. 44, was completed in her repairs, ready for her station and left the Buoy Depot September 17th, being replaced on the 18th. Five-fathom Bank, No. 40, was brought to Wilmington, Delaware, for repairs necessary to put her in condition to be replaced on her station. These repairs were made with dispatch, and a new mush-room anchor and cable being placed on board, she left the Buoy Depot on the 26th day of September, and was replaced on her station September 28th, one day being lost on account of thick and stormy weather. There was no delay whatever in preparing these vessels for their stations, and they were replaced at the earliest time practicable.

During the absence of these vessels from their stations, the south end of Five-fathom Bank shoal was marked by the presence of one first-class nun-buoy, painted with red and black horizontal stripes, and marked F. F. B. in white letters. This buoy has marked the lowest or south end of the shoal since 1884. No spare or relief light-vessels being attached to the Fourth Light-house District, it was, of course, impossible to place a substitute to mark the stations of the regular Five-fathom Bank Light-ships during their temporary absence.

As soon as the Board received telegraphic notice of the light-ship being adrift, it at once telegraphed to the officers in charge of the General Depot at Staten Island to ship immediately the necessary moorings to Philadelphia. It also directed the shipment of a whistling buoy to the same point, to be used in place of the light-vessels, if the Inspector found it advisable, but he reported that a whistling buoy would likely cause confusion, as there was one at South Shoal, Delaware Bay, and another at Fenwick's Island shoals, and that before it could be placed and a notice to mariners published, Light-ship No. 40, would be ready or nearly ready to be replaced.

Preamble Third.—"That the Relief light-vessel sent as a substitute for the Northeast End Light-vessel, having similar day-marks to the Five-Fathom Bank light-vessel, viz., two cages, was mistaken by several vessels for the Five-Fathom Bank light-vessel, thereby misleading them as to the locality of the shoal, and exposing them, with the lives and cargo on board, to great danger."

For the proper information of masters of vessels the usual notice to Mariners was issued, July 18th, 1889, announcing that the regular Northeast End Light-vessel, No. 44, would be removed for needed repairs and her place substituted by Relief light-vessel, No. 24, with kind of day-mark and characteristic of fog signal.

No. 44 was removed August 8th, twenty-two days after the notice was made public. The painting of the hull, and the color of the lettering on the sides, are *distinctly different in each vessel*, No. 44 being *red*, with large white letters, while the other, No. 40, is painted *straw color*, with large black letters.

The Board finds that, in the notices to Mariners, Nos. 7 of 1884, 10 of 1885, 27 of 1886, and 27 of 1887, while Relief light-vessel No. 24 was located to mark the position of Northeast End light-vessel No. 44, she bore the same characteristic day-marks, including the two-hoop iron cages, one at each mast-head, as upon the occasion referred to. Why these day-marks should have "needlessly exposed several vessels with the lives and cargo on board to great danger" during the disastrous storm of September last, and not at various other times leading back to 1884, it is unable to say.

The only complaint in reference to day-marks that has been made known to the Board, is in the case of the transatlantic steamer, Lord Clive, Captain Urquhart, which passed close aboard No. 24, bound to the Delaware Capes, on the first day of September, 1889, mistaking her day-marks for those of No. 40.

Why the distinctive color of the hull—red—with the word "Relief" on each side, and figures "24" on each quarter, and on stern in large white letters and figures should not have corrected this mistake, it cannot say.

Preamble Fourth.—"That the Five-fathom Bank Light-vessel, after she had drifted a great distance from her station, kept up her day-marks, whereby several vessels, supposing that she was on her station, mistook the situation of the Five-fathom Bank, which is apparently due to the incomplete system of day-marks, not covering the cases of the light-vessels being driven from their stations."

The mast-head day-marks (hoop iron cages), of the light-vessel in the Fourth District, are so fitted to the mast-heads as not to be readily removed to indicate when a vessel is off her station; and it is quite impracticable to do so, especially in heavy sea, with much motion to the vessel.

It is found that no means were taken by the assistant Keeper, Daniel R. Price, in charge of No. 40, to make known to passing vessels on the 11th day of September last, by a signal or otherwise, that his vessel was off her station, and that he failed to observe that portion of paragraph No. 113, page 14, of the Instructions to Light-keepers, approved July 1st, 1889, which reads: "Should the vessel drag such a distance as to deceive passing vessels in regard to their position, the day-marks must be carefully concealed."

Mr. Price has been reported to the Board by the Inspector for this neglect, with a request for his removal, which has been granted by the Department.

Preamble Fifth.—"That the permanent buoys of the station of the Northeast End Light-vessel, and the Five-fathom Bank Light-vessel being very small, and having no marks upon them, are not easily discernable, and leave the Five-fathom Bank practically without any indication of its locality in the absence of the light-vessels; therefore, be it

"*Resolved*, That the Honorable, the Secretary of the Treasury be respectfully requested to inquire what this important commercial position needs for the proper and additional protection of commerce, and when ascertained, to supply the same; and to inquire into the character and efficiency of the officers and crews engaged on these said light-vessels; and whether there is any reasonable ground for assuming that these light-vessels cannot be as securely moored as light-vessels are at other places, and in other countries, where they are exposed to gales of at least equal severity, and where it is almost unheard of for one of them to break adrift."

There are no permanent buoys at the station of the Northeast End Light-vessel, and there have been none, as appears from the records of this office, since light-vessel No. 44 was first placed to mark the northeast end of the bank, some seven years ago. There is one large first-class nun-buoy marking the southern end of Five-fathom Bank shoal, painted with red and black horizontal stripes on which is painted *F. F. B. in large white letters.*

No official communication, or otherwise, has been made known to the Board within the past two years, complaining of any lack in, or want of proper aids to navigation, or asking for any additional protection to commerce, at the important commercial position referred to.

The character and efficiency of the officers and crews of these light-vessels are good, and the Inspector reports that they have been so for the past two years, as far as he has been able to inform himself from frequent personal inspections, and the single case of the assistant Keeper of No. 40, Daniel R. Price, being the only exception, and is previously mentioned. They are believed to be steady, sober and obedient, and average well with the crews of other light-ships.

There is no reasonable ground for assuming that these vessels have not been as securely moored as at other places, and in other countries, in so far as relates to the manner of mooring. As to whether they are exposed to gales of at least equal severity as at other places, and in other countries, the Board is not in possession of any data by which it could make a comparison, neither is it aware that it is an almost unheard of event for other light-vessels to go adrift; in fact, many do go adrift.

The breaking adrift of light-vessels is not an unusual occurrence. They are no more proof against hurricanes than any other class of vessels. That they should go adrift should not be considered extraordinary, when hundreds of other vessels drag, founder or are otherwise wrecked, many of them even lying behind breakwaters, while the light-vessel, anchored in the open ocean, must bear the full fury of such gales and seas as in the late September storm, which, without question, was one, if not the most severe, in many years.

The papers are returned herewith.

Respectfully yours,

D. B. HARMONY,
Rear-Admiral, U. S. N., Chairman.

APPENDIX F.

Removal of Islands.

Memorial to City Councils.

To the Honorable the Select and Common Councils of the City of Philadelphia:

This Memorial of The Philadelphia Board of Trade; The Commercial Exchange; THE MARITIME EXCHANGE; The Drug Exchange; The Grocers' and Importers' Exchange; The Vessel Owners' and Captains' Association; the Wardens of the Port of Philadelphia, and the Board of Harbor Commissioners respectfully represents:

That the necessity for the improvement of the Harbor of the Port of Philadelphia by the removal of Smith's and Windmill Islands, and a portion of Petty's Island, the re-adjustment of the conditions, so as to permit the construction of longer and more capacious wharves in front of the City, and the widening of Delaware Avenue, so as to afford access by all railroads to our wharves and piers, has been universally acknowledged and fully set forth in numerous memorials and petitions to the National and State Governments, and also your Honorable bodies;

That in answer to the Petitions of your Honorable Bodies and the prayers of your Petitioners, aided by the earnest efforts of our Congressional and Senatorial delegations, the General Government recognized the work as of national importance, and appropriated, in the River and Harbor Bill of 1888, the sum of \$500,000 for improving the harbor, with the proviso that \$300,000 of the sum so appropriated, might be used to aid in securing title to the lands to be taken in the work of improvement;

That Governor Beaver, in his message to the last Legislature, strongly endorsed the projected improvement as being of vital interest to the Commonwealth, and the Legislature appropriated \$200,000 toward the fund necessary to reimburse the owners of the property to be removed under the

plan of the United States Engineers, payment to be made under certificate to be furnished the Auditor-General by the Board of Harbor Commissioners for the Port of Philadelphia.

That the Secretary of War, early in the present year, through the United States Attorney-General, instituted proceedings for the condemnation of the islands, or the portion of them required to be removed; that the jury appointed to assess the damage to the owners of Smith's and Windmill Islands, has completed its work and has awarded the sum of \$480,000 as being a just compensation for said damage and loss of property, which award, it is understood, will be accepted by those in interest.

That a jury appointed by the United States District Court of New Jersey is now in frequent session, taking evidence as to the value of that portion of Petty's Island required to be removed, and it is understood that the award of said jury will be ready for presentation to the Court at an early date.

That your Joint Committee on Commerce and Navigation, in an exhaustive report, has asked your favorable consideration of an ordinance, entitled "An Ordinance to make an appropriation in aid of the improvement of the harbor of the Port of Philadelphia," and that your Committee on Finance, on February 25th, 1889, while considering the ordinance above referred to, unanimously adopted a resolution, reciting the "imperative necessity for the removal of the islands from the Harbor of Philadelphia," and referring it to a sub-committee of three, who, with the Chairman, was charged with the duty of reporting a source from which the sum to be appropriated should be drawn.

That on the completion of the work of the courts, in the matter of the condemnation proceeding, it will be necessary that an amount equal to the sum awarded to the owners of the said islands shall be available to acquire and vest in the United States the title to the "lands forming said islands," so that the great work may be speedily commenced; therefore,

Your memorialists, The Philadelphia Board of Trade, The Commercial Exchange, THE PHILADELPHIA MARITIME EXCHANGE, The Drug Exchange, The Grocers' and Importers' Exchange, The Vessel Owners' and Captains' Association, the Wardens of the Port of Philadelphia and The Board of Harbor Commissioners, most earnestly petition your honorable bodies will resume the proceedings in this most important matter, and appropriate at least two hundred thousand (200,000) dollars for the purpose above fully

set forth, to be made available on and after January 1st, 1890. And your memorialists will ever pray, etc.

FRED. FRALEY, *President.*

W. R. TUCKER, *Secretary.*

The Philadelphia Board of Trade.

WALTER F. HAGAR, *President.*

C. ROSS SMITH, *Secretary.*

The Philadelphia Commercial Exchange.

WM. BROCKIE, *President.*

EDW. R. SHARWOOD, *Secretary.*

The Philadelphia Maritime Exchange.

A. ROBINSON McILVAINE, *President.*

WILLIAM GULAGER, *Secretary.*

The Philadelphia Drug Exchange.

V. L. CAVANNA, *President.*

JOS. J. HAEGLE, *Secretary.*

The Grocers' and Importers' Exchange.

CHARLES LAWRENCE, *President.*

J. F. WALLACE, *Secretary.*

The Vessel Owners' and Captains' Association.

CHARLES PLATT, *President.*

W. R. TUCKER, *Secretary.*

Board of Harbor Commissioners.

GEORGE A. COTTON, *President.*

GEO. F. SPROULE, *Secretary.*

Wardens of the Port of Philadelphia.

PHILADELPHIA, November 5th, 1889.

Smith and Windmill Islands,—Petty's Island.

The amount of awards of the Jury in the case of Smith and Windmill Islands, is	\$484,000 00
The amount of award in case of Petty's Island is	202,288 50
Making a total of	\$686,288 50
Amount contributed by the United States Government towards paying the condemned cost of these islands is	\$300,000 00
Amount contributed by the State of Pennsylvania	200,000 00
Amount asked from Councils of City of Philadelphia	200,000 00
Making a total of	\$700,000 00
Leaving difference to pay the cost of condemnation proceedings of Pennsylvania and New Jersey of	\$13,711 50

APPENDIX G.

Loss of Norwegian Bark "Patriot."

Letter from Vice-Consul of Sweden and Norway.

VICE-CONSULATE OF SWEDEN AND NORWAY.

Philadelphia, June 14, 1889.

SIR: Permit me to hand you a letter herewith from Captain W. Tellefsen, late Master of the Norwegian Bark *Patriot*, lost on the Delaware Breakwater on May 23d last.

It is very gratifying, indeed, that the employes of the Philadelphia Maritime Exchange on the Delaware Breakwater rendered such efficient service to the Master and crew of the *Patriot*, and it is very evident that Captain Tellefsen and his men are full of gratitude to the employes of the Exchange at said Station. You are welcome to file the Captain's letter among other records of the Exchange, if you desire.

Yours very respectfully,
(Signed) LARS WESTERGAARD,
Vice-Consul.

E. R. SHARWOOD, ESQ.,
Secretary Philadelphia Maritime Exchange.

Letter from Capt. Tellefsen.

Philadelphia, June 11, 1889.

LARS WESTERGAARD, ESQ.,
Vice-Consul of Sweden and Norway,
Philadelphia, Pennsylvania.

SIR: I desire to invite your attention to the circumstances surrounding the loss of my vessel, the Norwegian Bark *Patriot*, on the Delaware Breakwater, on the 23d of May, and especially to the eminent services rendered to myself and crew under most trying circumstances by the Superintendent and staff of THE PHILADELPHIA MARITIME EXCHANGE STATION, located on the Breakwater.

My vessel broke from her moorings in a terrific squall from the northward about 3.20 A. M., and, notwithstanding all our efforts, was driven before the gale, and was finally dashed on the Breakwater about two hundred yards east of THE MARITIME EXCHANGE STATION, where she immediately began to break up. By the timely arrival on the spot of the employes of THE PHILADELPHIA MARITIME EXCHANGE, who were earnestly watching our movements, communication was secured with the vessel by means of a light line, to which we attached a hawser, which was dragged on to the Breakwater and there securely fastened. We were then pulled through the wreckage on to the Breakwater by a life line (a perilous undertaking), and were all safely landed. It seems almost miraculous that none of us were seriously injured. In my opinion, if it had not been for the superhuman exertions of the men from the Exchange Station and the two keepers from the light-house, not a living soul could have been landed, or at least without loss of limbs or other serious injury, if at all. After landing, our rescuers did everything in their power to make us comfortable, serving coffee and such other provisions as they had, and providing us, as far as possible, with dry clothing, etc. Too much praise cannot be awarded those plucky and energetic young men, whose names are as follows:

A. P. INGRAM, Superintendent of Maritime Exchange Station.

J. M. VESSELES, Assistant " " "

WM. A. JOHNSON, Boatman " " "

P. B. NORMAN, Keeper of the Light-house.

ROBERT W. SALMONS, Assistant "

I have the honor to submit this report to you, asking that you will take such action as may seem best for recording the brave rescue under most perilous circumstances of the Master and crew and Pilot of the Norwegian Bark *Patriot*, during the night of the 23d of May, 1889.

Your obedient servant,

(Signed)

N. TELLEFSEN,

*Late Master of the Norwegian Bark
"Patriot," of Lillesand.*

Action of the Board of Directors on June 25, 1889.

WHEREAS, A letter from the Vice-Consul of Sweden and Norway, enclosing a communication of grateful acknowledgment from Captain Tellefsen of the Norwegian Bark *Patriot*, has directed the attention of the Board of Directors of THE PHILADELPHIA MARITIME EXCHANGE to the

details of an act of prompt and timely courage by the employes of this Exchange at the Delaware Breakwater Station, assisted by the Light-house Keeper at that point, which resulted in saving the lives of the Captain and crew of the Norwegian Bark *Patriot*, when wrecked at that place on May 23, 1889, and without which assistance, according to Captain Tellefsen's letter, not one of the Officers and crew could have landed alive and uninjured.

Resolved, That such brave services in the interest of humanity are worthy of commendation, and that this Exchange records its hearty appreciation of the courageous action.

Resolved, That a copy of these resolutions be sent to each of the men, whose names are as follows :

A. P. INGRAM, Supt. Maritime Exchange Station, Delaware Breakwater.			
J. M. VESSELES, Asst. Supt.	"	"	"
WILLIAM A. JOHNSON, Boatman		"	"
P. B. NORMAN, Light-house Keeper			"
ROBERT W. SALMONS, Asst.	"		"

APPENDIX H.

Death of Commodore White, U. S. N.

Minute.

The death of Commodore George B. White has deprived the country of a valiant and faithful citizen, the Navy of a distinguished and able officer and the maritime interests of Philadelphia of a coadjutor whose enlightened and progressive intelligence and tireless energy have conferred upon them in the past, benefits of a most important character.

Commodore White for a long while occupied in this community the post of Inspector of the Fourth Light-house District and the position of Member of the Advisory Committee to the Board of Harbor Commissioners. In these capacities, as well as in that of honorary member of the Maritime Exchange, he was brought into close and continued contact with the shipping interests of the Port of Philadelphia, and with the merchants involved in these interests. We are, therefore, fully able to comprehend the scope of his work, the brilliancy of his professional attainments, the measure of his devotion to the tasks entrusted to him and the value of the results achieved by his efforts; and it is with feelings of great satisfaction that we bear testimony to the fact that in all he undertook to do in the direction referred to, was done in such a manner as fully to attain the ends sought for, completely to meet the requirements of the maritime interests, and in the largest possible degree to commend him to the Department under which his operations were conducted. In losing him the City of Philadelphia has parted with a man who was always solicitous for her welfare, and the shipping merchants have been deprived of a co-worker who never failed to prove equal to any reasonable demand made upon him.

He was endeared to those who knew him well by his genial and courteous bearing, and he won the respect of all who came within the range of his professional operations, by the admirable character of his achievements. The Maritime Exchange records here its sorrow at his death, and it begs to extend to his bereaved family an expression of deep sympathy with them in the great affliction that has befallen them.

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MEMBERSHIP.

No. of
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- 20.....Admiralty Surveyors, Board of, 216½ Walnut Street.
 410.....Aitken & Brown, 37 Catharine Street.
 21.....Alburger, J. T., & Co., 414-416 South Front Street.
 22.....Alburger, W. H., 2442 Columbia Avenue.
 362.....Allison Manufacturing Company, The, Thirty-second and Walnut Streets.
 408.....American Dredging Company, 234 Walnut Street.
 329.....Atlantic and Gulf Wrecking Company, Somers' Point, N. J.
 296Atlantic Refining Company, The, S. E. cor. Fourth and Chestnut Sts.

 25.....Bailey, John T., & Co., 1136-1138 Market Street.
 460.....Baird, John, & Sons, 214 South Twenty-fourth Street.
 240.....Baizley, John, 522 South Delaware Avenue.
 394.....Baltimore Fruit Company, The, Pier 11, North Delaware Avenue.
 326.....Baltimore and Ohio Railroad Company, S. W. cor. Fourth and Chestnut Streets.
 304.....Baltimore and Philadelphia Steamboat Company, 28, S. Delaware Av.
 26.....Barker Bros. & Co., N. W. corner Fourth and Chestnut Streets.
 27.....Bartol, Geo E., Company, Limited, 139 South Front Street.
 426.....Baugh & Sons, Company, 20 South Delaware Avenue.
 479.....Bayley, C. V. & Co., Bullitt Building, Room 47.
 464.....Beattie & Hay, 25 South Water Street.
 342.....Beling, Niemeyer & Wessels, 225 South Second Street.
 435.....Bell, Samuel, & Sons, 520 North Second Street.
 363.....Berwind White Coal Mining Company, Bullitt Building, Room 242.
 454.....Biddle, Thos. A., & Co., 326 Walnut Street.
 308.....Biddle & Ward, 208 South Fifth Street.
 31.....Boney, Morris, 220 Gold Street.
 231.....Boraef, L. Shuster, 621 North Thirteenth Street.
 364.....Bosshardt & Wilson, 212 South Third Street.
 260.....Bowden, N., & Sons, 528 Barren Street.
 272.....Bowker, Jos. F., 117 Walnut Street.
 309.....Brady, Owen, 18 South Delaware Avenue.
 1.....Brockie, William, 101 Walnut Street.
 34.....Brown Bros. & Co., S. E. corner Fourth and Chestnut Streets.
 450.....Buchey, J. J., & Co., 404 Library Street.
 37.....Burnham, Parry, Williams & Co., 220 South Fourth Street.

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- 8.....Cabada, E. F., & Co., 117 Walnut Street.
 40.....Carson, Geo. C., & Co., 141 South Front Street.
 359...Castner & Curran, 308 Walnut Street.
 41.....Cathrall, E. H., 5 Walnut Street.
 457.....Ceballos, J. M., & Co., 80 Wall Street, New York.
 43.....Central National Bank, 109 South Fourth Street.
 398.....Champion & Megee, 618 Reed Street.
 223.....Childs, Geo. W., Sixth and Chestnut Streets.
 351.....China and Japan Trading Company, Limited, The, 36 Burling Slip,
 New York.
 45.....Churchman, F. A., 115 Walnut Street.
 456.....Clark, E. W., & Co., Bullitt Building.
 448.....Clevenger, Samuel J., Co., 133 South Second Street.
 47 } ...Clyde, Wm. P., & Co., 12 South Delaware Avenue.
 317 }
 48.....Coates, E. H., & Co., 116 Chestnut Street.
 285.....Commercial List Publishing Co., 241 Dock Street.
 368.....Continental Brewing Company, Twenty-first St. and Washington Ave.
 444.....Cook, Joel, Ledger Building.
 235.....Cook, Samuel C., 124 South Front Street.
 50.....Cope Bros., 1 Walnut Street.
 352.....Copmann, J. W., 3 Beaver Street, New York.
 51.....Corcoran, John, 217 Union Street.
 52.....Corn Exchange National Bank, N. E. cor. Second and Chestnut Sts.
 357.....Craig, John F., & Co., 143 South Front Street.
 462.....Cramp, B. H., & Co., York and Thompson Streets.
 366.....Cramp, The, William, & Sons, Ship and Engine Building Company,
 Beach and Norris Streets.
 320.....Crow, Alexander, & Son, Twenty-second and Callowhill Streets.
 58.....Cushman, Charles W., 224 Walnut Street.

 400.....Damon, Jno. M., & Co., Pier 55 South Wharves.
 367.....Dando Printing and Publishing Company, 34 South Third Street.
 61.....Darrah & Elwell, 512 South Delaware Avenue.
 62.....Davis, Chas. W., Old Navy Yard.
 255.....Delaware Mutual Safety Insurance Company, S. E. corner Third
 and Walnut Streets.
 393.....Delaware Pilots, Hugh Fitzpatrick, Jr., Agent, 202 S. Second St.
 64.....Delaware Sugar House, Reed Street and Delaware Avenue.
 327.....Disston, Henry, & Sons, P. O. Box 1537, Philadelphia.
 66.....Descovich & Co., 225 Dock Street.

No. of
Certificate.

- 340.....Donaldson & Duncan, 226 Walnut Street.
 431.....Dougherty, John, 30 Christian Street.
 452.....Dreer, Henry A., 714 Chestnut Street.
 70.....Drexel & Co., S. E. corner Fifth and Chestnut Streets.
 71.....Dunn Bros., 119 South Fifth Street.
 243.....Durkee, A. R., & Co., 149 Petroleum Street.

 423.....Earn Line Steamship Company, Limited, S. W. corner Third and
 Walnut Streets.
 277.....Earnshaw, Alfred, 203 Walnut Place.
 314.....Earnshaw, George E., S. W. corner Third and Walnut Streets.
 447.....Edmunds, Henry R., 425 Walnut Street.
 76.....Ellison, J. B., & Sons, 24 South Sixth Street.
 325.....Engstrom & Co., 149 Petroleum Street.
 77.....Erie and Western Transportation Company, 234 South Fourth St.

 78.....Farmers' and Mechanics' National Bank, 427 Chestnut Street.
 80.....Fergusson Bros., 102 Chestnut Street.
 81.....Field, S. & F., 142 South Front Street.
 82.....First National Bank, 315 Chestnut Street.
 83.....Fitler, E. H., & Co., 23 North Water Street.
 2.....Fitzpatrick, Philip, 218½ Walnut Street.
 85.....Flanagan, S. & J. M., 410 South Delaware Avenue.
 453.....Foering, John O., Chamber of Commerce.
 402.....Fourth Street National Bank, Bullitt Building.
 482.....Franklin Sugar Refining Co., The, 101 South Front Street.

 236.....Gallagher & Corning, 313 South Third Street.
 418.....General Marine Insurance Company of Dresden, 224 Walnut Street.
 310.....Gerhard, Wm., Beach and Otis Streets.
 299Gerlach, Wm., 310 Callowhill and 437 Chestnut Streets.
 13.....Gill & Fisher, Limited, Exchange Building, Room 22.
 89.....Girard National Bank, Third and Dock Streets.
 90.....Girard Point Storage Company, 305 Walnut Street.
 369.....Graeff, Wilcox & Co., 318 Walnut Street.
 63.....Guarantee Trust and Safe Deposit Company, 320 Chestnut Street.
 15.....Guimaraes, Jose de Bessa, 218½ Walnut Street.

 358.....Hagar, W. F., & Co., N. E. corner Third and Walnut Streets.
 396.....Hall, Augustus R., 709 Market Street.
 370.....Hallinger, D. B., 217 Walnut Street.
 95.....Hamel, J. B., Jr., & Co., 105 Walnut Street.

No. of
Certificate.

- 392.....Hamilton, Richard, 143 South Front Street.
 371.Hampton, J. W., Jr., & Co., 420 Library Street.
 466.....Hancock & Co., 131 South Second Street.
 290.....Hand, Edward B., 217 Walnut Street.
 412.....Harrington & Co., 506 South Delaware Avenue.
 481.....Harriss, Geo., Jr., 127 Walnut Street.
 298.....Hart, Wm. R., & Co., 402 Walnut Street.
 419.....Hempstead, O. G., & Son, 425 Chestnut Street.
 319.....Heyl Brothers, corner Washington Avenue and Otsego Street.
 311.....Hitz, E., 136 South Fourth Street.
 286.....Hoffer, David, 1722-24-26 Fairmount Avenue.
 107Hoffman, J. W., & Co., 333 Walnut Street.
 109.....Hogan, James, 339 Chestnut Street.
 449.....Howell, Warner R., & Co., 104 Walnut Street.
 420.....Howell, Wm., Jr., Commercial Exchange.
 440.....Howlett, M. P., 406 South Delaware Avenue.
 18.....Hough, Isaac, & Co., 105 Walnut Street.
 384.....Howes, H. U., & Co., Pier 19, North Delaware Avenue.
 111.....Hughes, A. S., 115 Walnut Street.
 339.....Inman and International Steamship Company, Limited, 307 Walnut Street.
 112.....International Navigation Company, 307 Walnut Street.
 328.....Investment Company of Philadelphia, 310 Chestnut Street.
 477.....Jamison, B. K., & Co., N. E. cor. Fifth and Chestnut Streets.
 280.....Johnson & Higgins, 113 Walnut Street.
 113.....Johnson, Lawrence & Co., 109 Walnut Street.
 281.....Juragua Iron Co., Limited, The, 208 South Fourth Street.
 113.....Justice, Bateman & Co., 122 South Front Street.
 411.....Justus, Philip, 224 Walnut Street.
 403.....Katz, Arnold, 128 Walnut Street.
 117.....Kerr, Alex., Bro. & Co., Pier 8, North Delaware Avenue.
 233.....Kingsley, J. E., & Co., Continental Hotel.
 118.....Knickerbocker Ice Company, S. W. corner Sixth and Arch Streets.
 119.....Knight, E. C., & Co., S. E. corner Water and Chestnut Streets.
 427.....Lake, H. B., 117 Walnut Street.
 273.....Lauer's, Joseph, Sons, 1219 South Fourth Street.
 125.....Lehigh Coal and Navigation Company, 226 South Third Street.
 218.....Lehigh Valley Railroad Company, 228 South Third Street.
 126.....Lennig, Chas., & Co., Limited, 112 South Front Street.

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- 463.....Lepetit, P., 302 Walnut Street.
 413.....Lesley & Trinkle, Fairmount Avenue Wharf.
 128.....Levis, Henry, & Co., 234 South Fourth Street.
 397.....Lewis, Jno. F., 244 South Third Street.
 437.....Lewis, John T., & Bros. Co., 231 South Front Street.
 451.....Lippincott, J. B., Co., 715 and 717 Market Street.
 422.....London Assurance Corporation (Marine), Brockie & Welsh, Agents,
 218 Walnut Street.
- 445.....MacKellar, Smiths & Jordan Co., 606-614 Sansom Street.
 421.....Madeira, Louis C., & Sons, 320 Walnut Street.
 276.....Manufacturers' National Bank, 27 North Third Street.
 345.....Maritime Publishing Company, Merchants' Exchange, Room 32.
 472.....Martin, Fuller & Co., Thirtieth Street above Market.
 134.....Mather & Co., 231 Walnut Street.
 135.....Mathews, J. M., 212 South Third Street.
 313.....May, Jonathan, & Sons, 500 South Delaware Avenue.
 375.....May, Henry D., & Co., 113 Walnut Street.
 424.....Merchant Fruit Co., The, New Market and Callowhill Streets.
 139.....Merchants' Police, James P. Lindsay, Manager, 516 S. Delaware Ave.
 470.....Merchant & Co., 517 Arch Street.
 473.....Midvale Steel Co., The, Nicetown, Philadelphia.
 459.....Mitchell, Wilson, 310 North Fourth Street.
 142.....Moelling & Autenrieth, 45 South Third Street.
 297.....Molloy, S. A., 511 Pine Street.
 300.....Morris, Maull & Co., Lewes, Delaware.
 471.....Morris & Mathis, Camden, N. J.
 225.....Morris, Wheeler & Co., Sixteenth and Market Streets.
 436.....Murphy, Alex., & Co., 432 Library Street.
 239.....Murphy, Cook & Co., 217 Walnut Street.
 420.....Munn, F. W., 217 Walnut Street.
 292.....McCahan, W. J., & Co., 147 South Front Street.
 144.....McCaulley, James, 212 Walnut Street.
 145.....McFadden, Geo. H., & Bro., 121 Chestnut Street.
 146.....McHenry, A. R., & Co., 113 Walnut Street.
- 382.....Naylor & Co., Bullitt Building, Room 230.
 316.....Neafie & Levy, 1365 Beech Street.
 318.....Norfolk & Western Railroad Company, The, 333 Walnut Street.
 149.....North America, Bank of, 307 Chestnut Street.
 212.....North America, Insurance Company of, 232 Walnut Street.

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- 344.....O'Brien & Sneden 112 Walnut Street.
 390.....O'Leary, John, 1539 South Front Street.
 376.....Ocean Steamship Company of Savannah, 13 South Third Street.
 153.....Penn National Bank, S. W. corner Market and Seventh Streets.
 458.....Pennypacker, W. G., Twenty-third Street and Washington Avenue.
 293.....Pennsylvania Pilots, Wm. A. Young, Agent, 129 Walnut Street.
 216.....Pennsylvania Railroad Company, 233 South Fourth Street.
 154.....Pennsylvania Salt Manufacturing Company, 115 Chestnut Street.
 256.....Pennsylvania Steel Company, 208 South Fourth Street.
 332.....Pennsylvania Warehousing and Safe Deposit Company, 113 South
 Third Street.
 374.....Pettit & Co., Chas. A., 121 Walnut Street.
 474.....Phelps Bro., & Co., 106 Walnut Street.
 157.....Philadelphia Grain Elevator Company, Exchange Building, Room 18.
 158.....Philadelphia National Bank, 423 Chestnut Street.
 217.....Philadelphia and Reading Railroad Company, 227 South Fourth St.
 303.....Philadelphia Transportation and Lighterage Company, 108 Walnut
 Street.
 159.....Philadelphia Warehouse Company, 235 Dock Street.
 219.....Philadelphia, Wilmington and Baltimore Railroad Company, 233
 South Fourth Street.
 160.....Phillips, Frederick, 131 South Third Street.
 434.....Potts, W. F., Son & Co., 1221 Market Street.
 475.....Pride, Geo. W., & Son, 217 Walnut Street.
 163.....Prichett, Baugh & Co., 129 South Second Street.
 164.....Randolph & Jenks, 241 Chestnut Street.
 166.....Reakirt Bro. & Co., 218½ Walnut Street.
 246.....Reese, John (ship chandler), 217 Lodge Street.
 262.....Reese, John (tug boats), 21 Christian Street.
 439.....Reeves, Parvin & Co., 20 South Front Street.
 167.....Ridgway, Jacob E., 203 Walnut Place.
 168.....Riggs & Bro., 221 Walnut Street.
 349.....Robinson, Benj. W., 347 Christian Street.
 414.....Rosenbaum, M., 609 South Third Street.
 346.....Rubelli, L., 218½ Walnut Street.
 312.....Ruger, Theodor, & Co., 140 South Third Street.
 395.....Runge, Robt., 225 South Second Street.
 170.....Samuel, E., & Co., 330 Walnut Street.
 172.....Scott, John C., & Son., Bullitt Building, Room 250.
 442.....Scott, Geo. W., 31 Bainbridge Street.

No. of
Certificate.

- 173.....Sellers, Wm., & Co., 1600 Hamilton Street.
 175.....Sharpless, J. M., & Co., 20-22 North Front Street.
 383.....Shepherd, Nicholas, 1115 Beach Street.
 385.....Shubert & Cottingham, 118 North Delaware Avenue.
 341.....Shultz, Harry R., 428 Library Street.
 404.....Simpson, Wm., Sons & Co., 130 Chestnut Street.
 224.....Singerly, Wm. M., 917 Chestnut Street.
 178.....Smith, Chas., & Sons, 303 Chestnut Street.
 432.....Smith, Winthrop & Percy, 439 Chestnut Street.
 455.....Soquoit Silk Mills, The, Randolph Street and Columbia Avenue.
 415.....Sorver, Damon & Bliss, 118 South Front Street.
 348.....Southwark Foundry & Machine Co., 1100 South Fifth Street.
 399.....Spreckels, A. B., N. E. corner Water and Chestnut Streets.
 428.....Spreckels, C. A., N. E. corner Water and Chestnut Streets.
 465.....Steel, Edw. T., & Co., 24-26 Bank Street.
 416.....Sterling Coal Company, 419 Walnut Street.
 11.....Stetson, D. S., & Co., 109 Walnut Street.
 409.....Stetson, J. N., & Co., 208 Walnut Street.
 476.....Stetson, John B., & Co., 1754 North Fourth Street.
 406.....Strawbridge & Clothier, N. W. corner Eighth and Market Streets.
 356.....Stursberg, Herman, & Co., 81 New Street, New York.
 185.....Sutton & Co., 147 South Front Street.

 425.....Taylor, Moore & Co., Merchants' Exchange, Room 19.
 306.....Thomas, Edgar G., 307 Walnut Street.
 347.....Tradesmen's National Bank, Drexel Building.
 467.....Tucker, Alfred, & Co., 136-138 South Fourth Street.
 469.....Tygert-Allen Fertilizer Company, The, 2 Chestnut Street.

 187.....Uhler, Taylor M., Pier 7½, North Delaware Avenue.
 433.....United Gas Improvement Co., The, Drexel Building, Room 813.
 430.....United States Electric Lighting Co., Girard Building, Broad and
 Chestnut Streets.

 446.....Voigt, John G., 911 South Front Street.

 379.....Walbaum, Wm. H., & Co., 206 South Fourth Street.
 401.....Walker, Chas. L., 111 Walnut Street.
 441.....Wanamaker, John, Thirteenth and Market Streets.
 194.....Warr & Canby, 27 North Water Street.
 196.....Wattson, Thos., & Sons, 129 South Front Street.
 327.....Weeks, John H., Bullitt Building, Room 86.
 377.....Welsh, S. & J., 304 Walnut Street.

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Certificate.
- 480.....Weniger, Hans, 484 North Third Street.
 198.....Wesenberg & Co., 122 South Second Street.
 4.....Westergaard, L., & Co., 138 South Second Street.
 478.....Western National Bank, 408 Chestnut Street.
 199.....Whitall, Tatum & Co., 410 Race Street.
 200.....Wigton, R. B., & Sons, 228 South Fourth Street.
 438.....Williamson Brothers, Richmond and York Streets.
 461.....Williamson & Cassedy, 24 South Fourth Street.
 380.....Winsmore, Thomas, Queen and Swanson Streets.
 202.....Winsor, Henry, & Co., 338 South Delaware Avenue.
 331.....Wister, L. & R., & Co., 257 South Fourth Street.
 204.....Wood, R. D., & Co., 400 Chestnut Street.
 405.....Wood, Brown & Co., 824 Market Street.
 5.....Wright, Peter, & Sons, 307 Walnut Street.
 443.....Wyeth, John, & Bro., Eleventh Street and Washington Avenue.
 378.....Yarnall, Ellis, & Son, 105 South Front Street.
 417.....Zittlosen, Geo., 216½ Walnut Street.

HONORARY MEMBERS.

- General W. F. Raynolds, United States Engineer Corps.
 *Colonel J. N. Macomb, United States Engineer Corps.
 Lieutenant-Colonel William Ludlow, United States Engineer Corps.
 Lieutenant-Colonel Henry M. Robert, United States Engineer Corps.
 Major W. H. Heuer, United States Engineer Corps.
 Major C. W. Raymond, United States Engineer Corps.
 *Commodore Geo. B. White, United States Navy.
 Commander Frederick Rodgers, United States Navy.
 Commander J. J. Read, United States Navy.
 Commander F. M. Greene, U. S. N., Schoolship "Saratoga."
 Lieutenant W. H. H. Southerland, United States Navy.
 Lieutenant A. B. Wyckoff, United States Navy.
 Lieutenant W. P. Conway, United States Navy.
 Theo. F. Townsend, United States Signal Service.
 Charles Lawrence, Harbor Master, Port of Philadelphia.
 Captain Spencer C. McCorkle, Assistant, United States Coast and
 Geodetic Survey.
 Captain Hamilton Murrell, British Steamship "Missouri."

DELAWARE BREAKWATER

REPORTING AND TELEGRAPH STATION

—of—

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This Station is open day and night, and experienced boatmen are always in attendance, thereby avoiding all unnecessary delay. In order to do away with the **miscellaneous charges** made to vessels in various forms not usually noted at first sight, the Exchange has adopted the following tariff of delivery charges:

To vessels anchored in Harbor to Eastward of Ice breaker,				\$1.00	
"	"	"	Westward	"	2.00
"	"	outside of Breakwater and		"	3.00

Masters of vessels are invited to make use of the Breakwater Station, which is kept supplied with the Daily Newspapers, Records of Shipping, Port Charges, etc., Hydrographic and Weather Bulletins, etc., etc. The Cautionary and Storm signals of the United States Signal Service are displayed from the Station.

Special telegrams, announcing the arrival, or the passing in or out of any particular vessel, will be sent from the Breakwater Station to any person desiring the same, upon application to the **Secretary of the Exchange in Philadelphia**; the charge for such service being **One Dollar**, exclusive of telegraph and cable tolls.